

WEATHER FORECAST

For 24 hours ending 5 p.m. Sunday
Victoria and vicinity—Moderate to fresh
winds, continued fine, not much change in
temperature.

Victoria Daily Times

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VICTORIA, B.C., SATURDAY, AUGUST 18, 1928—46 PAGES

PRICE FIVE CENTS

TRAIN ROBBERY AND MURDER IN ONTARIO

CAPT. J. W. TROUP RETIRES AS HEAD OF B.C. COAST SERVICE

Steamship Superintendent Efficient Officer of C.P.R. For Over Quarter Century

Career Spread Over Fifty-six Years Embracing Steamboating on the Columbia River and Lakes of British Columbia and Spectacular Rise From Deckhand to Superintendent Makes Him One of Outstanding Marine Figures of the Pacific Coast; His Foresight and Enterprise Have Been Great Factors in Building Up Present Great C.P.R. Coast Steamship Service Here From Pioneer Days, Contributing to the Industrial Progress of British Columbia Coast Cities

Capt. C. D. Neroutsos Will Be Promoted

The resignation of Capt. J. W. Troup, superintendent of the B.C. Coast Ss. Service of the Canadian Pacific Railway, whose brilliant marine career started fifty-six years ago to-day and embraces thirty-six years in British Columbia and twenty-six years in his present position, is announced to-day. Capt. Troup will relinquish the reins of office September 1.

Although Capt. Troup resigns his important post his interest in the marine life of the Coast in which he has been such a great factor in development continues, for, relieved from his present heavy responsibilities, he will devote himself to his private interests. At seventy-three years of age Capt. Troup is apparently in the best of physical condition and capable of shouldering much more heavy work.

HELD IMPORTANT POSTS

The many important positions that Capt. Troup has held in over half a century of work; his rise from deckhand through every position on board to that of captain to superintendent of steamship and rail services and then to the position of head of the B.C. Coast service are reviewed in detail on other pages. His picturesque career from the time he stood on a candlebox to steer his grandfather's boat, his daring and coolness as a captain in the romantic days of steamboating on the Columbia and how he shot the Cascades of the Columbia and made marine history are dealt with.

That foresight which marked his guidance of the B.C. Coast Service in which he was at the helm as it was built up to its present capacity has been demonstrated in every position he has held and has made him one of the outstanding marine characters of the Pacific Coast.

Capt. Cyril D. Neroutsos will be at the head of the service, Capt. Troup said to-day in announcing his own retirement and paying a tribute to the present organization and thanking them for the support accorded him.

"In the ordinary course, the time has arrived when I feel that I should retire from the active management of the B.C. Coast Ss. Service of the Canadian Pacific, and I take this opportunity to announce that I will relinquish the reins of office on September 1 next," Capt. Troup brought up his career.

"After some fifty-six years of practically continuous work, thirty-six of which have been in British Columbia, I feel I am now entitled to freedom from the important cares and responsibilities which my office has entailed. Henceforth, I will be able to devote more time to my private interests, and enjoy some leisure in my own way."

"I cannot leave the position without expressing my grateful thanks to the executive heads of the company for their generous support invariably given me in developing and improving the steamship services and transportation facilities on this Coast. The company's view has always been to serve the business communities and the traveling public commensurate with the requirements from time to time."

"The most loyal and efficient assistance has been rendered from the staff and personnel not only of the Coast Service, but all the departments of the company, without which any considerable success could not have been achieved."

"The public bodies of the various cities on the Coast, including press, have invariably shown the company and myself fair consideration, and in giving up my activities in a transportation way, this will always be a pleasant remembrance."

"The management of the British Columbia Coast Service will be left in good hands. The present organization will, I understand, be retained, and with Capt. C. D. Neroutsos at the head, Capt. McMurray, Mr. Alexander and the other members of the staff, who have been more or less brought up in the Coast Service, we have every reason to believe that the B.C. Coast Service will continue to develop and grow with British Columbia, which it principally serves."

LITTLE LAD DIES AFTER ACCIDENT

Pat Fairbairn of Victoria Succumbs Following Amputation of Leg

Terribly injured when his leg was crushed by logs at a railway crossing on Tuesday afternoon, Patrick Fairbairn, four-year-old son of Mr. and Mrs. A. M. D. Fairbairn of Victoria, passed away in St. Joseph's Hospital, Courtenay, last night, following amputation of the limb.

The little boy had been spending a holiday with his mother at Courtenay. He was very fond of watching the trains pass at the crossing on Union Street, and on Tuesday afternoon was engaged in this childish occupation when a Comox Logging Company's car passed. Through some unexplained cause two logs fell from the load and rolled on to the sidewalk, caught the little boy, pinning him down. His screams attracted the attention of several men, who obtained a plank and rushed the child to St. Joseph's Hospital, where he was found to be suffering from a compound fracture of the right leg.

Dr. Tullman Briggs rendered first aid and rushed the child to St. Joseph's Hospital, where he was found to be suffering from a compound fracture of the right leg. The father, went up to Courtenay on Wednesday and on his return to this city called Dr. Forrest Leader of Victoria into consultation. The leg was amputated last night, but the shock proved too much for the little sufferer, and he failed to rally.

The sympathy of a wide community will be tendered to Mr. and Mrs. Fairbairn in the tragic loss of their baby son. Mr. Fairbairn is private secretary to Hon. R. R. Bruce. He left for Courtenay this morning.

ENDS LENGTHY SERVICE WITH C.P.R. BY RETIREMENT AT END OF AUGUST; CAPT. J. W. TROUP



Long Liberal Rule Virtually Ends As Ministers Retire

SHOW FLAGS AND BUNTING DURING FAIR, MAYOR ASKS

"All advice indicate that visitors in Victoria to see the Willows Exhibition next week will set a new record. I would urge all merchants and downtown property owners, to decorate their premises with flags and bunting," Mayor Carl Pandey this morning said when announcing that Wednesday would be declared a civic holiday in recognition of Citizens' Day at the Exhibition.

"Latham 1-7-28; 84 degrees 23 minutes—East—Road—Amundsen seen." The position given is several hundred miles east of Franz Joseph Land and in a region where it has not been regarded as likely that Amundsen and his five companions to the French Latham seaplane would be found. The locality is indefinite, too, from the fact that no latitude was given in the message.

"MISSING SINCE JUNE 18" Capt. Amundsen and his companions left Tromsø, northern Norway, June 18 to search for the six men missing with the balloon part of the lost North Pole dirigible Italia.

Richmond, Texas, Aug. 18—Five convicts charged with murder in the slaying of Sgt. Henry Ward in a break from the Imperial State Prison Farm at Garland two weeks ago, are at large to-day, having escaped from the Fort Bend County jail here last night.

Victoria's annual exhibition, which is expected to eclipse anything previously attempted in this city, will be open to the public on Monday. To-day the Fair Grounds are a hive of industry with final preparations under way for the official opening. W. H. McNair, secretary, announces that it is the desire of the management to have all exhibits in place by Monday.

He emphasizes that this year the opening ceremony will be on the opening day of the show, so it is particularly necessary that everything be complete by the time Hon. S. F. Tolmie, Premier-elect, addresses the first day crowd Monday afternoon at 3 o'clock.

Some exhibitors worked all night last night putting on finishing touches to displays. Others were there at break of day this morning, and all day of the fair ground was a scene of bustling activity. It will remain open all day and night until Monday morning to enable exhibitors to complete their displays by 10 o'clock Monday morning.

Great motor trucks and other vehicles are arriving with horses and cattle for the record live stock section, bringing cattle from prize herds that have carried honors at the Vancouver fair and are in demand for all shows of the prairie circuit. The extensive horse entry will make the horse show, featuring the six horse team, a special attraction. This show will be held every night except Monday.

The first new 1929 models which will be shown in the Automobile Building were put into position this morning, and it is expected the automobile dealers will have everything complete when the curtain rises Monday morning.

Posse Hunts For Two Train Bandits In Ontario Woods While One Is Held In Jail

MINISTERS TO TOUR IN WEST

Hon. C. Stewart Says Western Federal Cabinet Members Plan October Meetings

Hon. Peter Heenan, Minister of Labor, Addresses Big Audience in Winnipeg

Winnipeg, Aug. 18.—The Western members of the Federal Cabinet are contemplating a speaking tour of the Western provinces in October. This information was given by Hon. Charles Stewart, Minister of the Interior, at a largely attended meeting of the Winnipeg Liberal Association last night which also was addressed by Hon. Peter Heenan, Minister of Labor.

Mr. Stewart, who spoke briefly, dealt with the great development through which Canada was now passing. The Dominion had entered a new era of prosperity, due in no small measure to the administration of the King Government. The lowered duties on automobiles, the completion of the Hudson Bay Railway and the old age pensions were pointed to by the Minister as forward policies put into effect by the Liberal Government.

(Continued on page 7)

Three Robbers, Fleeing After Looting C.P.R. Train Mail Car East of Georgian Bay, Ask Farmer to Get Auto Out of Ditch and He Is Killed in Gun Battle When Pursuers Come Up, Two of Whom Are Wounded

Parry Sound, Ont., Aug. 18.—Three robbers, fleeing after holding up a mail car, routed a good-natured farmer out of bed near here early this morning to help them when their stolen automobile got stuck in a ditch, and then shot him dead for his pains when pursuers overtook them and started a battle. Two other civilians, brothers who threw in their lot on the side of the law, were wounded by the robbers, one of whom was captured as his companions escaped into the woods.

The captured bandit is now in the jail here, and a posse, led by Ontario provincial police, is scouring the woods in search of the other two.

PRINCE GEORGE CROSSES CANADA

Youngest Son of King and Queen Now on Way to B.C. Coast From Quebec

Quebec, Aug. 18.—Prince George, youngest son of King George and Queen Mary, who arrived here to-day aboard the C.P.R. liner Empress of Australia, was welcomed to Canada by Lieutenant-Governor Perreault of Quebec and Oct. M. A. Pope, representing the Quebec Military District, who, accompanied by Admiral Hyde, a visitor here, boarded the steamship shortly after its arrival. The Prince, who looked well and happy after his voyage from England, expressed great pleasure on being once more in Canada and stated his only regret was that he would not have time to renew the many friendships made during his visit of last year.

Prince George, accompanied by Major Alexander, his equerry, boarded a private car here after exchanging greetings and posing for photographs with the Lieutenant-Governor. He will proceed direct to Vancouver, where he will immediately go aboard the British light cruiser Durban.

It was learned to-day that Prince George has not been appointed to the post of an interpreter in French, but as a full lieutenant, the rank he holds in the British navy.

The Durban, at present at Comox, B.C., is a unit of the West Indies fleet of the British navy.

Chamberlain Is To Start Tour Aug. 30

London, Aug. 18.—Sir Austen Chamberlain to-day set August 30 as the date of his departure on his voyage from England to California by way of the Panama Canal. The Foreign Secretary left London for a cottage in the country, where he will stay until he boards his ship.

From California he plans to go north to Canada and cross the Dominion to the Atlantic for the voyage home.

BRITISHERS COME TO REAP GRAIN

Arrivals at Eastern Canadian Ports During Week-end Will Total 8,000

Montreal, Aug. 18.—Laden with kit bags, haversacks and suitcases, a peaceful army of 378 harvesters from Great Britain was on its way to the prairies to-day. The party formed the first group of unemployed British men to come to Canada under the harvest scheme. Approximately 8,000 of these sturdy men will land at various eastern Canadian ports over the week-end and will proceed immediately to the prairies in special trains.

Ottawa, Aug. 18.—Favorable crop reports are confirmed in a bulletin issued by the Dominion Bureau of Statistics to-day. It gives no estimate of yield, but states harvesting conditions are excellent practically throughout Canada. The grades promise to be good and hail damage, even in Alberta, has been comparatively light.

In Manitoba the grain is one-quarter cut, with damage from any cause negligible.

RODE THIRTY MILES

Two of the robbers boarded the Canadian Pacific transcontinental train No. 4 bound for Toronto, near Romford, backed the three unarmed mail clerks against the wall of the mail car and systematically looted the car, riding about thirty miles before dropping off here with their plunder and joining a confederate.

STOLE AUTOMOBILE

They stole an automobile belonging to tourists from the United States and began their flight with the stolen mail, the value of which had not been determined several hours after the robbery. At Waubesa the car ran into a ditch. Thomas Jackson, a farmer near the scene of the accident, agreed to get up "AAA" and take the car back on the road, believing the robbers to be tourists. He was hitching a pair of horses to the machine when a purple suit car, occupied by the owner of the stolen automobile, Lee Lyman, and his brother-in-law, Walter and Houghton Laird, who had volunteered to help him run down the robbers, appeared.

The robbers, realizing their hold-up of the mail car would be revealed in connection with the theft of the automobile, opened fire, and in a moment the road became the scene of a roaring gun battle in which Jackson, the Good Samaritan, was shot through the chest and arm, and the robbers fled into the woods, but one was captured and a instantly killed by a bullet from one of the robbers' guns.

TWO BOARDED TRAIN

Parry Sound, Ont., Aug. 18.—Investigation shows that in the robbery of the mail car of a C.P.R. Toronto-bound train near here this morning two robbers participated in the holdup, wearing masks and holding up the three clerks as they were preparing mail bags for transfer to a train going north. The robbers cut open the bags, taking their contents, and remained on the train until it stopped at Parry Sound. Here a companion was waiting and the three stole an automobile belonging to Lee Lyman, a visitor from the United States and a brother-in-law of Walter and H. Laird. They were heard by the Laird brothers when they started the car and the two Lairds, accompanied by Harold Boland, set out in Boland's car after the robbers after notifying the police, who followed.

Apparently the Laird brothers had no knowledge the men they chased were robbers. The shooting started when they demanded their car.

BACKS TO WALL

Toronto, Aug. 18.—"Our three mail clerks were held up with their backs to the wall of the car while the three bandits looted the mails," said A. M. Gibson, district superintendent of railway mail service here, after he had received the report of the robbery as the arrival of the train here.

MONEY REPORT AWAITED

He was unable to state the amount taken.

The department is making an investigation.

CONDITIONS EXCELLENT FOR HARVEST WORK IN CANADA

LITTLE JOE

A BRAND NEW MOOSTACHE IS LIKE THE CRY OF THE BASEBALL CROWD DOWN IN FRONT.



NEW INDUSTRIAL SPY CHARGES IN GERMANY

Ludwigshaven, Germany, Aug. 13.—Three employees of the German Dye Trust have been arrested here on charges of selling industrial secrets to the French dye industry. Authorities here say the French industrial spy system extends through Germany and further investigations are under way.

YOUNG TOURISTS VISIT ALBERTA

Fifty British Boys and Girls Cross Province on Way to B.C. Coast

Edmonton, Aug. 18.—The fifty boys and girls from Great Britain, making an educational tour of Canada, saw this part of Alberta to-day, following their arrival from Calgary. From here they will go to Jasper National Park and from there to the British Columbia coast.

Calgary, Aug. 18.—With hearty manifestations of goodwill and urgent appeals to make themselves at home, representative citizens of Calgary greeted the members of the party of

(Continued on page 2)

See the ALBION DISPLAY At the FAIR

Where we will demonstrate a number of styles in Victoria-made Furnaces, Ranges, Heaters and nickel-plating work.

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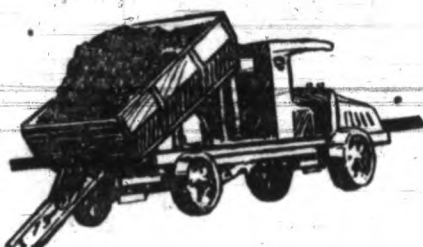
Winners!

The following have been judged winners of the most interesting letters telling of the satisfaction received from Albion Ranges:

FIRST PRIZE, \$20.00—Miss Olivia Wilson, 1308 Stanley Avenue
SECOND PRIZE, \$10.00—C. J. Brown, 905 Harward Road, Victoria West
THIRD PRIZE, \$5.00—Mrs. Ray Elford, 1436 Elford Street

Six Prizes of \$2.50 to Each of the Following

Miss Irene Bannerman 1523 Chambers Street
Mrs. W. T. Phillips 819 Lampton Street, Esquimalt
Mrs. M. L. C. Matherston French Creek, Parkville, Vancouver Island
Mrs. Evelyn Smith 2120 Penzance Road



QUICK SERVICE

Has enabled us to build up a good business and keep it. We attend to all orders promptly and in the order received and the quality of our coal is tried and proved. Rates, too, are right.



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CUCUMBER SPECIAL

Also Pickling Spices and Cresses & Blackwell's Vinegar, to Go With Them
SYLVESTER FEED CO.
Tel. 415 707 Yates Street

Church's World Famous English Shoes For Women

Brogues, Oxfords and Strap Models, values to \$15.00. While they last, all styles. Per pair \$5.00

MUNDAY'S BETTER FITTING SHOES
Sayward Building 1203 Douglas Street

ANNOUNCEMENTS

Excursion to Brentwood August 21. Princess Patricia.



VALETARIA SERVICE, Victoria, B.C.
Cor. Fort and Quadra Streets

WOMEN!

If you have tried everything else and failed to obtain relief ask your druggist for **DR. MARTEL'S FEMALE PILLS**. "The sealed TIN box with your signature, AND ACCEPT NOTHING ELSE." Not something new, but an old reliable remedy. **RECOMMENDED AND SOLD** for half century, no dangerous drugs. If you are NERVOUS, HAVE BACKACHE, DELAYED PAINFUL MENSTRUATION, or other symptoms, do not delay. The price \$2.00 per box (or \$3.50 for "SPECIAL PILLS" for serious cases). Mailed on receipt price. **KNICKERBOCKER REMEDY CO.**, 625 W. Wellington St., Toronto, Can.

ADVERTISE IN THE TIMES

YOUNG TOURISTS VISIT ALBERTA

(Continued from page 1)

"Young Ambassadors of the Empire" as they alighted from their special coaches at the C.N.R. depot yesterday. Mayor E. F. Osborne extended the fifty boys and girls an official welcome and the party was taken around the city in autos and a trip to the ranch of the Prince of Wales near High River. It was with wild exclamations of delight and wonder that the youngsters proclaimed their first views of the Rocky Mountains. The wheat fields also brought forth cries of surprise. Upon reaching the Prince's ranch, the party was met by Professor W. L. Carlyle, manager of the ranch, and given free run of the place. Later a picnic luncheon was served.

GUESTS AT DINNER
Leaving the ranch the travelers arrived in the city in time to attend a dinner tendered them by the city of Calgary. There they were again welcomed by Mayor Osborne, who expressed the hope that some of them would find something in this country that would fit their requirements. He sketched the development of Calgary, Rocky Mountain, people had pioneered this western land.
Replies to the mayor's address of welcome were made by Marjorie Max-

well and Alexander Thompson, members of the party.
The young tourists left last evening for Edmonton and Jasper Park.

TOUR FOR SEVEN WEEKS

The twenty-five boys and twenty-five girls, between fourteen and nineteen years of age, are making a seven-week tour under the auspices of the Allied Newspapers of Great Britain and the Canadian National Railways, assisted by the Cunard Steamship Line.

LONG LIBERAL RULE VIRTUALLY ENDS AS MINISTERS RETIRE

(Continued from page 1)

Monday morning will see the Parliament Buildings virtually without a Government, and Tuesday should be the first day of the new Conservative regime.

BACK TO PRIVATE LIFE

Ministers left office to-day in good spirits, glad to be in private life again following the defeat of the Government, for the last few weeks of inactivity have been pleasant to no one. Premier MacLean bade a general farewell to the Parliament Buildings and his associates there, but gave them no indication of his own plans for the future. It is known, however, that strong pressure is being brought to bear upon him by the Liberal Party to remain as its chief.

The personnel of the Toimie Cabinet is a secret which has been well kept. Even the most prominent members in the Conservative Party profess ignorance about their leader's intentions. On all sides, however, it is believed that the Ministry will consist of seven men administering portfolios besides the Prime Minister, and one or two ministers without portfolios. The Executive Council, it is thought, will be chosen from among the following members, but the distribution of offices is a mystery to Conservative politicians.

E. H. Pooley, Esquimalt.
Joshua Hinchliffe, Victoria.
W. C. Shelly, Vancouver.
S. L. Howe, Richmond-Point Grey.
R. L. Maitland, Vancouver.
W. A. McKenna, Esquimalt.
Dr. L. E. Borden, Nelson.
J. W. Berry, Delta.
W. S. Loughheed, Dewdney.
J. W. Jones, North Okanagan.

It is not believed that the choice of the Premier-designate will go outside this group but not all the members mentioned, of course, will be in the Cabinet. In political circles Mr. Pooley, Mr. Hinchliffe, Mr. Howe, Mr. McKenna and Mr. Loughheed are considered certain of appointment. Mr. Pooley is expected to be Attorney-General, if he can be persuaded to abandon his well-known ambition to be Speaker and assume more strenuous duties. Mr. Loughheed, who is recognized as the man behind the Conservative campaign organization, is said to be slated for the Lands Department and Mr. McKenna for the Public Works Department. Mr. Hinchliffe's place in the Cabinet is a matter which has kept politicians guessing, but he is being spoken of as Provincial Secretary and Minister of Labor.

COUNCIL PRESIDENT

Of the others Mr. Howe is believed to be the probable President of the Council, a position which carries no portfolio and no salary. Mr. Shelly has been generally spoken of as Minister of Finance, but his unwillingness to enter politics suggests that he will prefer to have no portfolio if he enters the Executive Council at all.
Mr. MacLean's friends expected him to be Attorney-General, but such a drive against this appointment has been in progress ever since the election that he is not likely to receive this office. It is thought, however, that he cannot be overlooked and may receive another place in the Government.

GOVERNMENT REPRESENTATIVE

Dr. Borden seems certain of appointment as representative of the Kootenay district, and Dr. Toimie has been insistently urged to make him Minister of Mines.

Mr. Berry would be a logical appointment as Minister of Agriculture because he is a practical farmer and a leader in farmers' movements.
Where Mr. Jones comes in, if at all, is a matter of much doubt. If he is in the Cabinet with Mr. McKenna, the Okanagan Valley will have two ministers in neighboring ridings. His friends feel that Mr. Jones's services in the Legislature entitle him to consideration for some post.

In addition to Cabinet portfolios, Dr. Toimie will have the Speakership in his gift. Mr. Jones, Mr. Hinchliffe, W. W. Twigg of Victoria and C. W. Peck, V.C. of The Islands, are possibilities for this important post. If Mr. Pooley decides not to take it.
Dr. Toimie is in Vancouver to-day but will return here Sunday morning to be ready for the Administrator's call on Monday morning.

EXECUTION IN CALIFORNIA

San Quentin Prison, Cal., Aug. 18.—Mark Dowell, twenty-four, was hanged yesterday for the murder in San Francisco, June 26, 1927, of J. J. Drycoll, a policeman. A last minute attempt by his mother to save his life was fruitless. Six San Francisco policemen fainting during the execution.

If the ocean were dried up, the amount of salt remaining would be enough to cover 5,000,000 square miles with a layer one-mile thick.

STATEMENT ON BANK MERGER

Hon. J. A. Robb, Back From
Europe, Speaks of Com-
merce-Standard Union

Quebec, Aug. 18.—Hon. J. A. Robb, Federal Minister of Finance, who after landing here to-day from the C.P.R. liner Empress of Australia from Great Britain, was asked to outline the details of the proposed merger of the Canadian Bank of Commerce and the Standard Bank of Canada, said the contracting parties had been given permission by him in his official capacity to open negotiations tending to union, in accordance with the Bank Act. Definite approval of the merger by the Federal shareholders of both banks in agreement to the merger. The Treasury Board also would have to approve the plan.

MAY ISSUE STATEMENT

Mr. Robb said he would issue a statement on this matter after his return to Ottawa if on consulting the files of correspondence received since his departure, such appeared necessary. Mr. Robb said he had insisted on immediate publicity regarding the proposed merger in order that no shareholder would dispose of his holdings at less than their proper value. This had been readily agreed to by both sides, he said.

CLAIMS TO BE SETTLED

Mr. Robb stated the most important thing that had happened during his month's trip to Great Britain was an agreement entered into with the British Government in regard to claims and counterclaims arising out of the World War. Under the terms of settlement, reached with the co-operation of Rt. Hon. Winston Churchill, Chancellor of the Exchequer of Great Britain, the British Government would pay the Canadian Government \$1,400,000, he said. This sum was due chiefly because of losses to shipping during the Great War.

Mr. Robb said no new trade agreements had been negotiated during his trip. The Minister left here for Valleyfield, Quebec, his home, where he will spend the week-end, going to Ottawa on Monday or Tuesday.

HE WAS ACCOMPANIED BY MRS. ROBB

He was accompanied by Mrs. Robb. The Finance Minister, who was looking well and who declared he felt "much rested," said he had little news to tell. He was willing, however, to chat with a Canadian Press representative on a wide variety of subjects. He had several questions to ask as to Canadian news. He was glad to hear Hon. C. A. Dunning, Minister of Railways, would not leave for Europe before he could see him. He regretted that Premier King's engagement in Europe had forced an early departure and that they would not meet.

Mr. Robb asked as to the latest word of the condition of Sir Vincent Meredith, chairman of the board of directors of the Bank of Montreal, and was sorry to hear the financier still was confined to his home.

STOPPING OF SPEEDING

He also inquired how the Quebec Government was progressing with its drive against speeders and was glad when told some hundreds of drivers' licenses had been cancelled following charges of intoxication while in charge of automobiles and excessively fast driving.

"The thing must be stopped," he declared.

The miners and other unemployed, 10,000 of whom were coming from Great Britain to Canada to help harvest the prairie grain, Mr. Robb considered a fine type of man. There were a number of those men on the liner on which he had returned to Canada and he had been favorably impressed with them.

HOUSEHOLD STORAGE or MOVING

Your goods while in our care have our personal attention. We have just completed installing the largest and most up-to-date moth-proof room.

Our storage warehouses are the largest and most modern here, which gives you the lowest insurance rate of any storage company in Victoria.

Private rooms for furniture and pianos.
Goods packed, crated and shipped to any part of the world.
Large padded moving vans with expert workmen.
Ask for our prices, it will not cost you anything.

DOWELL'S
Storage and Carriage
Company Limited
1119 WHARF ST. Phone 539-09

He predicted that, as had occurred some three years ago, when a large number of British unemployed came to this country, a large majority of the men who came to work in the wheat fields would remain as Canadian citizens.

FOUND FRIENDSHIP

During his visit to Ireland Mr. Robb found everywhere the friendliest feelings towards Canada. He had conferred with the Governments of Ulster and the Free State. He had seen few signs of distress in Britain. The people appeared happy and prosperous. He admitted, however, that he had perhaps not been in the places where distress would show. Conditions there were good following a Spring and Summer of excellent growing weather.

PAY TRIBUTE TO CAPT. TROUP

(Continued from page 1)

the veteran head of the Canadian Pacific Coastwise Services.

"Much of the development of Victoria in the past quarter of a century can be traced to the remarkable system of marine communication which has been built up by Capt. Troup. Every field of business has benefited from Capt. Troup's consistent improvement of coastal transportation."

Our citizens attribute to Capt. Troup the world-wide interest in Victoria which has resulted from the active publicity policy with which the Canadian Pacific Railway has favored Victoria," said the Mayor.

Captain Troup was a man of vision, said W. T. Strath, vice-president of the Chamber of Commerce and president of the Junior Chamber body.

"The name of Capt. Troup," he said, "is as closely allied with that of the Canadian Pacific Railway in Victoria, and the Canadian Pacific has been such

ASTHMA HEAD AND BRONCHIAL COLDS

No Snobs—No Sprays—No Snuff
Just Swallow a RAZ-MAH Capsule

Restores normal breathing. Quickly stops all choking, gasping and mucous gatherings in bronchial tubes. Gives long nights of restful sleep. Contains no injurious or habit-forming drugs. \$1.00 per box at drug stores. Send 5c. for generous trial. Templetons, Toronto.

RAZ-MAH

GUARANTEED RELIEF

a prominent factor in the development of this city, that at this time of his retirement the Chamber of Commerce is pleased to pay tribute to him as one of the most distinguished figures in the life of our community. His active support and participation in all plans of the Chamber for the furtherance of the interests of the city have made him one of the closest friends of this organization. In spite of the fact that he is about to retire, we hope that he shall continue to have the benefit of his knowledge and long experience in carrying on the work of the Chamber.

AUTO RACE POSTPONED

Altoona, Pa., Aug. 18.—The 200-mile National Auto Race, scheduled here to-day, was postponed until to-morrow because of unfavorable weather.

SIX MEXICANS DROWNED

Guadalajara, Mex., Aug. 18.—Six persons were drowned, two men, two children and two women, when a boat capsized in Lake Chapala. The captain of the boat was arrested pending an investigation.

REDEMPTION OF 'Poker Hands'

Victoria residents collecting
'Poker Hands' packed in

Ogden's Cut Plug Tobacco
Etc.

can have them redeemed for valuable presents by calling in person at

1219 Langley Street, Victoria

Noon to 5.30 p.m. Daily Saturdays, 2.30 to 12.30

WILLIAM R. RUST DIES IN TACOMA



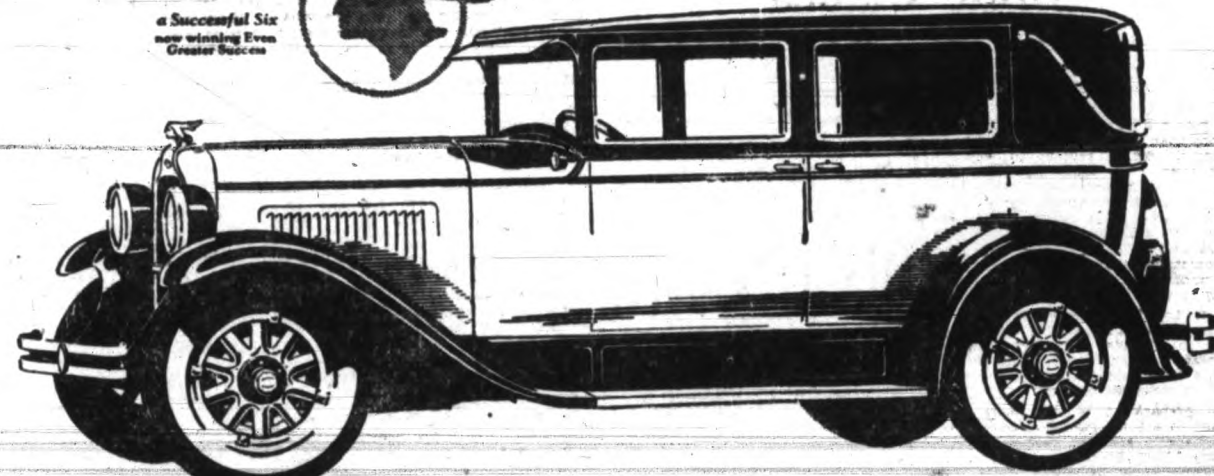
Tacoma, Aug. 18.—William R. Rust, seventy-eight, prominent Tacoma capitalist and a leading citizen of the city for thirty-eight years, died suddenly last night following an operation.

Annoying
BLADDER
WEAKNESS
of Old Age
Safely
Relieved by
Santal Midy
Sold by All Druggists

ADVERTISE IN THE TIMES

ENRICHED in Color Enhanced in Style and Offering Even Greater Performance

A Successful Six
wins Even
Greater Success



Body by Fisher

BEAUTIFUL as the Pontiac Six has been in the past—great as its performance has proved in the hands of owners—

—today's Pontiac Six is even more beautiful, even more thrilling to drive! For, in keeping with General Motors' policy of progressive engineering practice, this lowest-priced General Motors' Six has been enriched in color, enhanced in style and equipped for even finer performance.

To the beauty of style of long, low bodies by Fisher, have been added

the swagger touch of smaller, smarter wheels and larger tires, while new and harmonious combinations of Duco colors have been created. Mechanical advancements result in smoother performance and greater power than Pontiac ever offered before. And along with its more stirring response to the throttle, it continues to provide the stamina and long life for which it is famous.

Until you have seen and driven it you cannot realize what style, what color and what performance today's Pontiac Six affords—for here are beauty and snap you never dreamed you could buy at so low a price.

P-19-6-28

Ask your dealer about the G.M.A.C. Deferred Payment Plan which makes buying easy.

McRAE, MELDRAM MOTORS LIMITED

933 YATES STREET

PHONE 1693

PONTIAC SIX

PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED

VANCOUVER - VICTORIA - SEATTLE

45 Minutes to Vancouver

By

One Hour to Seattle

Three Motors
Banked
Landing

AIR

All-metal
Construction
Secures
Strength

"THE WINGS OF MODERN BUSINESS"

Thus the financier, the merchant, the executive styles the international inter-city service of the B.C. Airways. He has tested the service and knows it offers speed, comfort and absolute reliability. He knows that the service pace of modern business requires him to be ever alert to seize every means of speeding his own program in the race for success. He knows that the fast whirling wheels of his business whirl faster if he makes use of airplane transportation. He knows that the radio is to the letter, the airplane is to the boat. He knows that he can.

BREAKFAST IN VICTORIA SPEND THE DAY IN VANCOUVER And DINE AT HOME AT NIGHT!

SCHEDULE

LEAVE	ARRIVE
Vancouver, 8:30 a.m.	Vancouver, 9:15 a.m.
Vancouver, 10:30 a.m.	Vancouver, 11:15 a.m.
Vancouver, 12:30 p.m.	Vancouver, 1:15 p.m.
Vancouver, 2:30 p.m.	Vancouver, 3:15 p.m.
Vancouver, 4:30 p.m.	Vancouver, 5:15 p.m.
Vancouver, 6:30 p.m.	Vancouver, 7:15 p.m.
Vancouver, 8:30 p.m.	Vancouver, 9:15 p.m.
Vancouver, 10:30 p.m.	Vancouver, 11:15 p.m.

RATES

VICTORIA AND VANCOUVER	VICTORIA AND SEATTLE
One way, \$11—Return, \$20.	One way, \$12—Return, \$22.
SEATTLE AND VANCOUVER (via Victoria)	
One way, \$18—Return, \$35.	

Tickets, Reservations, Information at Eve Bros., 900 Fort Street. Phones 1969 and 2552

SIGHTSEEING TRIPS SUNDAY

afternoon from 2 p.m. to 4 p.m. in the giant all-metal three-motored 14-passenger Ford air liner of the B.C. Airways—the strongest and safest machine in North American aviation. Tickets \$5—obtainable at airport, cor. Lansdowne and Richmond Roads. Also sightseeing flights daily in 3-passenger "Eagle" machine—known as the most popular training ship in America.

BRITISH COLUMBIA AIRWAYS LTD

Gobi Expedition
Brings Out Fossils

Peking, Aug. 18.—Tales of encounters with brigands, of terrific sandstorms, of thickly populated, fertile land of 20,000 years ago that is now a desert, and of fossil remains of enormous beasts which are said to exist, were brought here by Roy Chapman Andrews and his expedition into the great Gobi Desert of Mongolia.

Dr. Andrews and Walter Granger, chief paleontologist of the party, exhibited the fossils with a pride which they made no attempt to conceal.

VANCOUVER
ISLAND NEWS

Chemainus

Chemainus, Aug. 18.—On Tuesday afternoon the Porter Chapter, Imperial Order Daughters of Empire held their regular monthly meeting at the home of Mrs. J. Taylor, with a good attendance. The report, Mrs. Frank Reed, in the chair. Owing to sickness the standard bearer, Mrs. Gustafson, was absent. Mrs. Lewis O. Hill, substituted. Owing to numerous entertainments it was thought better not to have an Alexandra Rose tea day, but that after paying for the roses \$50 be sent to the hospital in England, where the roses are made. The annual sale of work will take place the second week in September. Tea was served by the hostesses. Among those present were Mrs. Reed, Mrs. Ward, Mrs. W. J. South, Mrs. H. G. South, Mrs. Roy Gill, Mrs. Hill, Mrs. Smiley, Mrs. Wyllie, Mrs. Stevens, Mrs. A. Work, Mrs. Russell Robinson, Miss Robinson, Mrs. Gouldsmith and Mrs. Sawyer.

Easy Perennials for the
Town Garden

By JOHN HUTCHISON, F.R.H.S.

There is no doubt that some perennial plants do better than others in town gardens. In fact, there are perennials which seldom do well in large towns. To know just what to plant in a town garden with a problem, so as to the result is often a problem, so it may not be out of place, at this time when one is beginning to think of what to plant this Fall, to describe some of the perennial plants which always do well under the conditions prevailing in a city or town garden.

It is not fair to expect even very hardy perennials to grow and give bloom in a shady, damp, sour soil, so the plants we shall discuss are to be planted in as much sun as possible, unless it is otherwise stated.

Soil preparation is even more important in a town garden than in the more happily situated garden in the country. Deep digging is of the most vital importance. It is even more important than manure.

Some fertilizer should be used. If, as is usually the case now, stable manure cannot be obtained, it will be necessary to apply some substitute. Bone meal is a good one, but it is not so good as the old-fashioned bone meal. It is seldom wrong to apply lime on this coast. A word of warning in this respect. Do not apply lime and manure within at least three weeks of each other.

SOME FINE PERENNIALS

The following plants will do well in any ordinary town garden:

Achillea—pinnatifid, Perry's favorite. An exceedingly valuable flower for cutting. Large loose sprays of pure white double flowers, which last a long time in water. Height about two feet.

Botanica—sterile. An unusual plant similar in many respects to the Michaelmas daisy, but even more graceful in habit. White and pink varieties may be had. Height four feet.

Chrysanthemum—maximum. The Shasta daisy ranks among the finest flowers for cutting. Blooms from summer until Fall. Height from eighteen inches to three feet, according to variety.

Echinops—ritae. This plant is often

called the "Globe Thistle." It has many heads of deep blue globular thistle-like flowers and handsome spiny foliage. Height three feet.

Galega (Goat's Rue). A showy group of plants with fine emerald green leaves and many racemes of white, blue, mauve or pink pea-like flowers. Height three feet.

YELLOW BLOSSOMS

Helianthus (sneezeweed). A useful genus, yielding an abundance of yellow, bronze or lemon-colored flowers during the late summer and Fall. Height from two to five feet.

Helianthus, pinnatifid, sunflower. These are first cousins to the helianthus, and flower about the same time. They spread very rapidly and must be kept under control. Miss Melish, a golden yellow semi-double, is among the best. Height six feet.

Kniphofia (red hot poker). There are many varieties with flowers, from yellow to red in color; July until late September. Height from eighteen inches to three feet.

Lupinus. Few plants have been more improved of late years than these, which grow with fine emerald green leaves and many racemes of green, blue, mauve or pink pea-like flowers. There are many good strains on the market, among the best being the Downer, Regal and Excelsior hybrids. Among these may be found almost every color in the rainbow.

EASY TO GROW

Papaver orientale. The Oriental poppy is a really easy plant to grow and may be had in many shades of color. Height from eighteen inches to three feet.

Veronica. This is a very valuable family, because it includes many of the best sorts of gentianoides, blue, spicata, porcelain blue; and alba, the white form. Height eighteen inches. In really dense shade, under the drip of trees, the gardener will be well advised to stick to ferns, as flowering plants will not do well in absolute shade. In partial shade many plants will give a wealth of bloom as, for instance, foxgloves, columbines and primroses.

See Our Plants at the Fall Fair

Some of our Perennials, Rock Plants and Shrubs will be exhibited at the Willows Fair next week. If you are planning to improve your garden in any way this Fall it will be worth your while to visit our exhibit and see what our plant collections offer you.

The Rockhome Gardens

SAANICH ROAD (R.M.D. 5). TELEPHONE: GORDON HEAD 188
John Hutchison, F.R.H.S.; Norman East, F.R.H.S., Garden Architects

ISLAND CROPS
SATISFACTORY
VIEWS STATED
BY ANTIPODEANSOfficial Returns Show Good
Prospects For Annual
Harvest

Vancouver Island field and root crops are described as satisfactory in a crop report issued to-day by the Department of Agriculture.

Outlining conditions in the various districts of the island, the report says: Courtenay district—The month of July was quite warm and dry and hay-making was completed in good time. The hay crop was an average one. The plots of hay which have been treated with lime have given some really good crops.

Potatoes and root crops are not as good as last year, but will be an average crop. Fortunately the cut-worms have been almost entirely destroyed by a potato flea beetle which has done considerable damage this year.

Grain crops are being cut now and some threshing done. Results are fairly satisfactory.

PEST REPORTED

Alberni district—Infestation of cut-worms not so great as in other districts. Courtenay, but much damage has been done by this pest to hay in the Cherry Creek locality, with at least one instance, close to town, of mangal and swede having also been destroyed.

Grain crops are fairly heavy though late on account of cold, wet, backward spring.

Root crops: Mangels generally are good. Flea beetle very bad on turnips. Potatoes are not planted to any great extent in this district but are looking well and comparatively free from disease.

Registered Marquis wheat is looking very fine and should yield about forty bushels to the acre.

HAY CROP GOOD

Ladymith district—Much of the hay crop was lowered in the third week of July and cut into storage in good condition. A lot of hay here is of No. 1 quality and the crop is heavy. Only the old fields having run to too much seed.

A good percentage of the cut-worm has not appeared to any serious extent in this neighborhood.

Grain crops are looking exceptionally well, having had an abundance of moisture.

Some very good stands of swede and mangal were inspected and the yields should be well up to average or over.

Some very fine potato crops are to be seen in this district and the yield should be good. Some growers have planted in this district but are looking well even up to that of the previous season.

Westholme district—There were good crops of hay of splendid quality. Roots are well advanced, with a promise of heavy yields. Potatoes are coming along nicely.

Bonanza district—Good crops of hay, Fall wheat and barley are being harvested. A good percentage of the hay crop is under cover and in good condition. Root crops are very fine, especially mangals. Average planted to potatoes will be about twenty-five per cent under last year in this section.

Duncan district—Koksalah district has a good showing of general crops, oats, wheat and potatoes. Hay of good quality is all cut and put away. Mangal crops are well up to standard, with very few misuses.

Grain and hay crops on the Indian Reserve are patchy and apparently somewhat neglected. Hay is only of second-rate quality.

Hulbank district—Most of the hay in this locality was of splendid quality and stored away in good condition. The cutting of silage crops is in progress. Mangal crops are well advanced and look very promising.

Cowichan district—Hay all under cover and of excellent quality. Good stands of grain and roots are general throughout this district.

Cobbie Hill district—Much improvement in field management is noticeable in surrounding territory, which, coupled with a favorable season for grain, hay and root crops, will result in generous returns for this district.

Vancouver, Aug. 18.—Reciprocity within the British Empire and a strong naval defensive policy to assist in protecting the Empire and its trade routes formed the theme of speeches delivered before the Vancouver Canadian Club yesterday by delegates from New Zealand and Australia to the annual meeting of the Empire Parliamentary Association, to start in Quebec August 25.

"I am satisfied the British Empire has only begun its career of greatness," declared Hon. W. Noworthy, Postmaster-General of New Zealand.

Referring to the vast possibilities of the Empire, he said: "It is the recognition of that it is the spirit of development and enterprise, that will make this Empire in the future greater than most of us here are prepared to admit."

AUSTRALIAN VIEWS

"If I could have my way I would have a very strong protective policy against the world, and a very strong and vigorous reciprocity between the various parts of the Empire," said Sir Joynton Smith, member of the Legislative Council of New South Wales and ex-Lord Mayor of Sydney.

He told what the Australian Commonwealth had done in the way of building a navy for defence of trade routes.

"We are ready gladly to join with Canada and the United States to do away with war," he said, "but while human nature is what it is, the best of friends may fall out. If the great United States will work with the British Empire in the cause of peace, the two together could do much to outlaw war and bring about arbitration."

U.S. PLANE IS
LOST OFF CHINA

Shanghai, Aug. 18.—A seaplane from the United States warship Jason, flagship and tender of the aircraft squadron of the Asiatic fleet at Chefoo, has been missing since 9 o'clock Friday morning, when it started on a practice flight. Nine planes were engaged to-day in a search for the missing aircraft.

Lloyd George Urges
Air Disarmament

London, Aug. 18.—If the recent air manoeuvres over London have proved anything, they have proved that cutting down of armaments of the air is most urgent, in the opinion of ex-Premier Lloyd George.

"It is horrible to think of what war in the air would mean in the future. It would be devastation, annihilation—nothing less," he said.

The Liberal leader said the whole thing showed "that peace is not of the slightest use unless you tackle disarmament. Of all the armaments that could be cut down, armaments of the air are the most urgent."

Vancouver Mayor
Is Again Candidate

Vancouver, Aug. 18.—Mayor L. D. Taylor intends to offer himself as a candidate for the honor of being the first mayor of the city of Greater Vancouver.

"The only mandate I will accept in stepping down is one from the voters themselves," he said in an interview yesterday.

HELD FOR RANSOM

Athens, Aug. 18.—Brigands have held a price of 500,000 drachmas for the freedom of the wife of the Dutch vice-consul, whom they captured at Grevena. The vice-consul was also taken, his wife was later released, his wife alone being held for ransom.

THREE BRITISH
AIRMEN KILLED

Digby, Lincolnshire, Eng., Aug. 18.—Three officers were killed in a crash which followed a collision between two Royal Air Force aeroplanes at the training school here yesterday.

Pilot Officers A. G. Cole and B. G. Doller died in the wreckage, while Flying Officer A. R. Feather died shortly after being removed. His death was the sixteenth Royal Air Force fatality in 1928.

SONS OF DUCE
STUNT IN AIR

Riccione, Italy, Aug. 18.—While their father was away reviewing the fleet, Premier Mussolini's sons, Bruno and Vittorio, decided to carry out his motto "Live dangerously."

The youngsters yesterday went in a hydro-aeroplane for a half an hour's spin along the coast. Pilot Sandroni, with much merriment, finally yielded to the boys' plan that he do a bit of stunting. When they came down both boys beamed with delight. They were cheered by a big crowd and seemed entirely unperturbed at any thought of parental disapproval.

California Robber
Was Killed in Fight

Pasadena, Calif., Aug. 18.—The guns of two bank robbers and many police placed through streets of Pasadena yesterday and after the hall of bullets had ceased one of the bandits lay dead, the other had surrendered and two policemen were wounded, one probably fatally.

The gun fight followed the holdup of the Pasadena National Bank. The two robbers obtained \$5,000, but had possession only for thirteen blocks. The bandit killed was identified as D. Hendon, thirty-two, of Long Beach, Calif. His companion was Ray Teltier of Los Angeles.

Motorcycle Officer Fred Walker to-day was near death in the Pasadena Hospital from gunshot wounds in the chest and back received as he pursued the robbers' automobile. Patricia Ewing was shot through the right arm, while another policeman, R. L. Schab, who shot Hendon and captured Teltier, was cut about the face by flying glass.

SMALL PLANE RECORD

Hendon, Eng., Aug. 18.—Having passed the time pleasantly reading and eating, Capt. Hubert Broad, veteran British airman, landed here last night after setting a new world record of twenty-four hours for an endurance flight in a Moth aeroplane. His time in the air surpassed by eleven hours the record set by Capt. Bert Hinkley on the first stage of his flight from England to Australia last February. Capt. Broad managed to complete three novels during his flight, and to eat enough sandwiches and drink enough coffee to constitute several meals.

The Smartest of
Coats for Fall"Campbell's" Exposition of Advance
Coat Styles for Autumn and Winter
Is Worthy of Immediate Inspection

THERE are the Plain Tailored Mannish Coats, Novelty Coats, the loveliest of fur trimmed Coats, exquisite All-fur Coats as well as the genuine "Gazella" Leather Coats. Then there are the "Shagmoor" and "Golflex" models that are obtainable in Victoria only at "Campbell's."

Speaking of the "Gazella" Leather Coat, this is an ideal garment for golf, town and country wear. They come in full and short lengths, and in such shades as morland, creole, oakapple, lagoon, caramel, palma violet, hunting red, etc., with all-silk linings and belted.

English Tailored Shower-proof Coats, perfectly tailored from the well-known Heptone shower-proof tweeds. Of masculine appearance and a splendid outer wrap for the business girl or woman. Exceptional values, at from \$12.90 to \$25.00.

Very Smart Fur Trimmed Coats, showing the usage of rich furs and very clever tailoring, and in a wide range of very excellent fabrics and Autumn colorings. These have been specially priced at \$23.50 \$27.50 and \$29.00.

Naturally you intend to have a really smart and serviceable coat this Fall, so do not come to any decision until you have visited "Campbell's," where the variety and prices are within the reach of all.

Campbell's

1008-10 GOVERNMENT STREET—PHONE 181

Life-saving Device
For Submarine Crews

Washington, Aug. 18.—Experiments with a simple device designed to enable crews to rescue themselves from sunken submarines having proved gratifying, experts of the United States navy will make deep water tests with the new apparatus next week in the Potomac River, off Dahlgren.

Believed by naval diving and submarine experts to be the most practical idea ever advanced for bringing men up from depths of 225 feet or less, the device, consisting mainly of a mouthpiece attached to a bag of oxygen, was conceived by men especially designated last Winter for the work. It is called a breathing device and would be used by submarine men to come to the water's surface after a wreck.

IF WE COULD ONLY SEE AHEAD!

AUGUST FURNITURE SALE
SMITH & CHAMPION
THE BETTER VALUE HOUSE
1420 DOUGLAS ST. NEAR CITY HALL LIMITEDTHREE BRITISH
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swollen veins

Absorbine J.

THE ANTISEPTIC LINIMENT

At all Druggists 1/25

"BUILD B.C."

The Opinion
Of An
Expert

A man whose business is coffee, says he always recommends the use of Pacific Milk. It seems Pacific Milk neutralizes the acids, allowing the full, rich flavor of the coffee itself to "come up."

We are grateful for the good opinion of an expert.

Pacific Milk

Factories at Abbotsford and Ladang.

"BUILD B.C."

Presenting the New Mode IN ENGLISH Fall Coats



For Women and Misses

ENTIRELY NEW
DISTINCTIVELY DIFFERENT

We have now on display an early shipment of NEW FALL COATS, representing the latest English Fall styles. In such fine cloths as Marvello, tweeds, silkoline, Teil cloth, and fancy woolen materials.

Metallic Cloth is generously used as trimming, also woven materials in contrasting shades. There are straight-line or fancy wrappy models, trimmed with luxurious furs, including lynx, moleskin, marmot, beaver, fox, fitch, badger and grey kid.

Prices Range From

\$49.75 to \$395.00

—Mantles, First Floor

Rayon Silk Lingerie

Bloomers of good quality rayon silk in bobette styles; attractively trimmed with lace or shown in tailored effects in striped rayon. In peach, pink, pearl, black and white, mauve, Nile and sunni. Priced at, a pair

\$2.75

Rayon Silk Combination Sets, consisting of bloomers with brassiere top; very lovely in pale shades of rose, flesh, mauve, peach and white with deep lace trimming. Each

\$2.75

Lace-trimmed Princess Slips of good quality rayon silk in shades of pink, peach, Nile, orchid, canary and white. Opera top style; also a few in built-up shoulder style in shades of pink, mauve and peach only. Each

\$1.98

—Whitebear, First Floor

The Latest Bon Ton Cor-silhouettes, \$7.50

Glove-fitting Corselettes, designed on correct lines for Fall styles. Fashioned from silk openwork mesh, lined to the waist, and with silk elastic insets and no boning, these new Bon Ton Cor-Silhouettes achieve both suppleness and support. Each

\$7.50

—Corsets, First Floor

Triconese Vests and Bloomers \$1.95 and \$2.95

Kayser "Triconese," a silk and rayon mixture, noted for its durability. Vests, full fashioned, with reinforced underarm and shown in shades of white, pink, peach and orchid; sizes 36 to 42. Each

\$1.95

Bobette Bloomers with "Marvellit" gusset and hand-inserted elastic. In shades to match the above, and black; sizes 36 to 42. A pair

\$2.95

—Knit Underwear, First Floor



Rainbow Silk Hose

Women's Rainbow Stripe Silk Hose, full fashioned, in semi-service-weight silk to the garter hem; well reinforced and with a square heel. In mastic, grebe, tuskin, atmosphere, blush beige, flesh, blonde, pearl blush, grain, nude, shell, Autumn, sunni, crane, moonbeam, gunmetal black and white. A pair

\$1.50

Rainbow Pure Thread Silk Hose, full fashioned silk to the garter hem. Perfect fitting and well reinforced at toes and heels. Shown in all new shades. A pair

\$1.95

Rainbow Pure Thread Silk Hose, full fashioned, with service-weight silk to the top and a square heel. In all popular shades. A pair

\$2.50

—Hosiery, Main Floor

Kiddies' Brushed Wool Suits \$4.50 and \$4.95

Dainty Suits for the ages of 3 to 4 years. Coat, cap and pullover tight-fitting, several shades. English makes.

—Babywear, First Floor

Bandette Brassieres, 75c Each

Brassieres of rayon-figured brocade in bandette style. Shown with back hook and novelty straps. Each

75c

—Corsets, First Floor

**DAVID SPENCER
LIMITED**

Store Hours, 9 a.m. to 6 p.m.; Wednesday, 1 p.m.; Saturday, 6 p.m.

Girls' Chinchilla Coats

\$10.95 to \$15.95

English Chinchilla Coats in navy blue, flannel lined and with a belted back; sizes 6 to 12 years. Priced according to size, from **\$10.95** to **\$15.95**

—Children's Wear, First Floor

Girls' Jerseys and Skirts

All-wool Pullover Sweaters with turndown collars. Shown in a good selection of styles and colors from which to choose; sizes 8 to 14 years. Each, **\$2.95**, **\$3.95** and **\$4.50**
English Wool Skirts, pleated all round and made with detachable white cotton bodice; sizes 8 to 14 years. Priced according to sizes from, each, **\$3.50** to **\$7.50**

—Children's Wear, First Floor



Between-season Felts

Forerunners of the new styles for Autumn, these between-season felts are shown in vagabond shapes or close-fitting styles with brims turned off the face. Trimmed in poker work, appliques and cut work and shown in all the latest shades of beige, green, Saxe, pink, navy and black.

**\$5.95, \$7.95 and
\$8.95**

—Millinery, First Floor

The Mode in Handbags

Smart, indeed, are these black moire bags, studded with brilliants and pearls on the front flap. Correct for afternoon and evening wear and shown in pouch, envelope and matinee styles. Each, from **\$5.50** to **\$12.50**
English Leather Handbags of genuine Morocco and fancy grain leathers in a superior finish. Pouch or envelope shapes. Each, from **\$6.75** to **\$12.75**

—Main Floor

Rayon Silk Underwear of Excellent Quality

Wood's Lavender Line Vests of heavy texture rayon that launders beautifully. Reinforced under the arm and finished with a strap of the self material. In shades of pink, peach, mauve, malmalson, gooseberry, white and black; sizes 36 to 44. Each **\$1.75**
Wood's Lavender Line Bloomers to match the above, cut with a full gusset and with hand-inserted elastic; sizes 36 to 44. A pair, **\$2.75**

—Knit Underwear, First Floor

Novelty Silk Handkerchiefs

Georgettes in hand-decorated designs, each **50c**
Creme de Chine and georgette, hand decorated in various designs. 3 for **\$1.00**

—Main Floor

Distinctive Home Furnishings In Our August Sale Offerings

Cedar Chests Each, \$14.90

Chests of Tennessee cedar, natural finish with copper trimmings; various sizes—37 inches, 40 inches and 40 inches wide. Each chest supplied box of cedar chips. Each **\$14.90**

—Furniture, Second Floor

Axminster Hearthrugs

Each, \$3.95

Size 27x54 inches, fine grade and attractive designs, for **\$3.95**

Jute Rugs

4.0x7.0, \$6.75

Reversible Rugs in Oriental design. Remarkable value, each **\$6.75**

Fine Upholstering Tapestries

Regular, a Yard, \$1.95 for \$1.25

50-inch Tapestry for upholstery, excellent quality and good designs. Yard, **\$1.25**

—Draperies, Second Floor

Scotch Floor Oilcloth

Regular 60c Square Yard for 53c

Scotch Floor Oilcloth in very good designs. A superior painted canvas back oilcloth. A square yard **53c**

—Linoleum, Second Floor

The New Orthophonic Victrola

—A NECESSITY



No longer is an Orthophonic Victrola a luxury... it is now a necessity in every up-to-date home. When friends "drop in," the hostess must have a means of entertaining her friends that will take the "dull moment" out of the gathering. The new Orthophonic Victrola answers the purpose... leaving the hostess at ease.

Selling as low as \$42.50 on terms of \$2.00 a week, the new Orthophonic Victrola is within the reach of all.

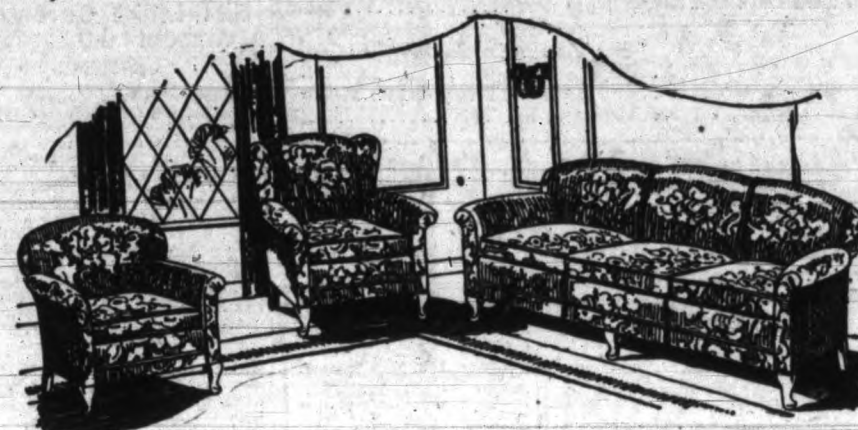
Hear it. See it. In the Music Department, Lower Main



Odd Carpet Borders

Wilton Carpet Borders, 18 inches wide, fine quality. These sewn together make splendid corridor runners. A yard **\$1.75**

—Carpet, Second Floor



Chesterfield Suites

In Several Attractive Effects

Langham Chesterfield Suite of three pieces; long Chesterfield and two armchairs. These are upholstered with excellent grade tapestry floral in pattern and pleasing colors. A suite **\$265.00**
A beautiful Chesterfield Suite, upholstered with black mohair, with brown, floral pattern tapestry panel seat, and hand-carved show-wood frame **\$305.00**

A Three-piece Chesterfield Suite, covered with taupe mohair, projected seats, giving extra depth. Reversible cushions with silk panels on one side, the other plain, **\$269.00**
Chesterfield and Two Armchairs to match, covered with English taupe mohair. They have reversible spring cushions, covered on one side with floral jacquard. The suite for **\$239.00**

—Furniture, Second Floor

Exclusive Draperies

30-inch French Block Printed Cretonnes in a splendid selection of charming designs. Values to \$1.59, for yard **59c**
50-inch French Block Printed Linens in most beautiful designs and a wide range of patterns. Regular \$4.75, for yard **\$2.75**

50-inch Silk and Rayon Draperies of plain taffeta, striped rayon and rayon damasks. Values to \$4.25, for yard, **\$1.95**

—Draperies, Second Floor

Lace Curtains, a Pair, \$1.45

Curtains, 36 inches wide and 2 1/2 yards long. An excellent grade net. A pair **\$1.45**

Curtain Net, a Yard, 25c

Lace Curtain Net, 36 inches wide, in a number of designs. A yard **25c**

—Draperies, Second Floor

Oriental Rugs

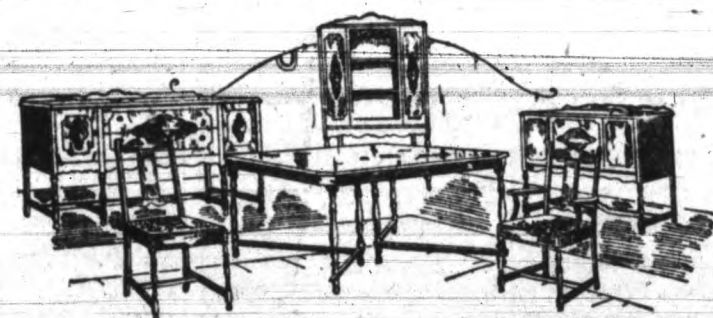
Indian and Persian Rugs, consisting of a group of Karadji and Mosul rugs; average size 3.5x5.3. Each **\$32.50**
Washed Tientsin Rugs, 11.4x14.6, with a mulberry ground and blue border. Regular \$365.00, for **\$295.00**
Washed Tientsin Rug, 9.0x12.0, with a tan ground and brocade design in brown shades. Regular \$195.00, for **\$165.00**

—Second Floor

Fine Wilton Rugs

Super-seamless Wilton Rugs, 9.0x12.0, Canadian Barrymore; and exclusive carpets. Regular value, each, \$120.00, for **\$99.00**
Wilton Rugs, 9.0x12.0, in attractive designs and very fine grade. Regular, each, \$89.00, for **\$59.00**
Wilton Rugs, 9.0x12.6, in pleasing designs and colors. Regular \$79.00, for **\$50.00**

—Carpets, Second Floor



Dining-room Suites of Fine Walnut

Nine-piece Suite, English country home style, made in beautiful shaded walnut. Includes a large, spacious buffet, oblong extension table, roomy china cabinet and six dining chairs **\$359.00**
Solid Walnut Nine-piece Dining-room Suite, of heavy construction. Long buffet, 6-foot extension table, wide china cabinet with under cupboard, one arm and five small chairs **\$285.00**

Nine-piece Walnut Dining-room Suite of attractive design, including low back buffet with every convenience, extension table and six chairs **\$259.00**
Walnut-finish Dining-room Suite of heavy construction, comprising large china cabinet, five-leg extension table, long buffet and six chairs **\$199.00**

—Furniture, Second Floor

Cocoa Mats, 50c

Size 24x14 inches. Durable Mats. Regular 65c, for 50c

Bedspreads and Comforters for August Sale

Silk Rayon Bedspreads, in rose, blue, gold, mauve, etc. Large double bed size, 80x100 inches. Each, **\$5.95** and **\$6.95**
Large Size, Wool-filled, Floral-covered Comforters, with two-tone satin panels; only 25 of these. Regular each **\$4.95**, for **\$4.95**

—Lower Main Floor

Gate-leg Extension Table, \$59.75

Drop-leaf, Gate-leg Extension Table, of solid walnut, 36 inches long by 18 inches wide, when closed. **\$59.75**

—Furniture, Second Floor

Bungalow Extension Table \$43.75

A solid oak table, 36x42 inches when closed, when open 5 feet long; seats six people comfortably. Excellent value **\$43.75**

—Furniture, Second Floor

**DAVID SPENCER
LIMITED**

Store Hours, 9 a.m. to 6 p.m.; Wednesday, 1 p.m.; Saturday, 6 p.m.

DEEP SEA, COASTWISE SHIPPING, AND RAILROAD NEWS

SPLENDID YEAR FOR TRAVEL TO ALASKA POINTS

Charlotte Will Take Big List To-night; Season Nearly at Close

White Pass Railway Trips Popular With Hundreds of Tourists

With all steamers plying to Alaska filled to capacity, thousands of tourists already this season have visited the North, and from now until the middle of September, when the Alaska season will close, hundreds more will make the trip on steamers running from Vancouver and Seattle. The C.P.R. steamer Princess Charlotte, sailing from Vancouver at 9 o'clock to-night, will take nearly 300, and the Pacific Steamship Company's vessel Dorothy Alexander and the C.N.R. steamer Prince George will also take capacity lists to Skagway on Monday, the Dorothy sailing from Victoria at 8 o'clock and the Prince George from Vancouver at 8 o'clock.

TRIPS POPULAR

Trips over the White Pass Railway to Bennett, Carcross and White Horse are popular with tourists on the C.N. and C.P.R. steamers. The visitors have thirty-six hours at their disposal while in Skagway. Passengers on the Dorothy Alexander, who only have twelve hours there, are able to make the trip as far as Bennett. The Princess Louise, which sailed from Vancouver last Wednesday, had eighty passengers booked for the White Pass Railway, while 118 passengers sailing on the Charlotte this evening will make the trip to the interior of Alaska and the Yukon. The Dorothy, sailing from Seattle and Victoria on Monday, will have about 100 for the Bennett trip, and the Prince George, from Vancouver Monday evening, will carry a party of fifty-one, bound for the special overnight trip to the head of West Taku Arm.

SEASON CLOSING

The Alaska season is nearly at a close now and steamship companies operating to the North have only two or three more sailings scheduled as far as Skagway, except the C.P.R., which operates the Princess Mary all winter. The Princess Louise and the Princess Charlotte have only one more trip each on the tourist schedule, while the Canadian National steamers will close their season on September 3. The Prince Rupert, now at Skagway, will take one more trip on August 27, and the George, after her round trip of next Monday, will make the last trip of the season on September 10.

The Dorothy Alexander, which has been carrying large crowds all summer, will sail from Seattle and Victoria on August 31 and September 10.

Nut trees, such as oaks, beeches, hickories and butternuts, bear both the same tree, pendant staminate flowers and small inconspicuous nut-producing flowers.

EXCURSION TO BRENTWOOD

Landing at Tod Inlet Wharf Tuesday, Aug. 21

Ss. Princess Patricia

LEAVE VICTORIA 3 P.M.

ARRIVE BACK 9 P.M.

Allowing plenty of time to visit the beautiful gardens

ORCHESTRA—DANCING

Adults, \$1.00. Children, 50c

PIPE BAND TO VISIT SOUND

Tour Arranged By Kivans Club Will Commence Tomorrow

Members of the Junior 16th Scottish Pipe Band will start on their tour of the Puget Sound on the steamer City of Victoria tomorrow at 1 o'clock. The band, which is making the trip under the auspices of the Kivans Club, will visit Seattle, Aberdeen, Tacoma and Olympia. A banner will be carried bearing the legend "Follow the Birds to Victoria." The party will be under the leadership of Pipe Major Alexander Wallace. On August 24 the boys will be entertained at a dinner in Seattle. Members of the party are: Pipe Major Alexander Wallace, Andrew P. C. Macdonald, Dan Pollock, Rod McCrimmon, Douglas Balfour, J. A. Sanders, Crawford McDonald, Archie McMillan, Charles Milton, James McMillan, Gilbert Langley and E. Burnett. Sea Scouts Walter Tribe and Ian Alcock will also make the trip to carry the banners. Miss Irene White, the Highland dancer, will be included in the party.

Sayward Patrol Boat Hits Snag

Sayward, Aug. 18.—The gas boat operated by H. Wright, local fish guardian, was wrecked this week at the mouth of the Salmon River while on night patrol duty. Striking a snag the boat heeled over and rapidly filled and sank. Wright just managed to get out of the boat before it went under. He had on board will undoubtedly be made at low tide to refloat her.

MINISTERS TO TOUR IN WEST

CANADA AND IMMIGRATION

A review of his observations in the International Labor Conference at Geneva, Hon. Peter Heenan, temporarily displaced from his subject to make plain the Labor Department's policy in connection with immigration, and to point out the undesirable results of Conservative "blue ruin" talk. Mr. Heenan also criticized what he believed to be a movement in Great Britain to misrepresent the Canadian Government's position regarding immigration. This group, he charged, had a well defined scheme to educate the British workers with the talk that the Canadian Government was "deliberately falsifying" the Canadian Government's position regarding immigration. The Minister said he also discovered that certain individuals and organizations in Canada were raised in the Dominion, while the same men, pending staminate flowers and small inconspicuous nut-producing flowers.

The extension of 980 square miles, made to Jasper National Park, Alberta, in 1927, brought the Columbia Icefield within national park boundaries. This giant icefield, one hundred and twenty-five miles in extent, which is the mother of more than a score of glaciers, is surrounded by a galaxy of giant peaks and represents the very climax of the scenic and alpine features of the Rockies.

"The barriers to immigrants from Britain are no stronger now than they were in the days when I came to Canada as a young man," said Mr. Heenan. "My stand is for protection for the Canadian workers and protection for Canada from a flood of unassimilable immigrants."

No man should come to this country, he added, unless he was prepared to take what work was offered him until a more suitable job was available.

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BROUGHT PRINCE GEORGE TO CANADA TO-DAY



which arrived in Quebec this morning with a list of notable passengers, headed by His Royal Highness Prince George, third son of Their Majesties the King and Queen, who is en route to the Pacific Coast, to join H.M.S. Durban. The Australia, which is a popular ship with members of the British Royal Family as the Prince of Wales, is expected to arrive in Victoria on his trip back to England after his visit to Canada last year. Prince George occupied the suite used by his brother last year. Prince George will travel across Canada in a private car and will probably join the Durban at Vancouver about August 26. He will come to Victoria on the Durban and will stay in Esquimalt Harbor from August 29 until September 3, when the ship will leave for the Durban as a full on arrival of the Empress at Quebec this morning that Prince George will serve on the Durban as a full lieutenant and not as interpreter in French as previous dispatches stated.

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Marine Intelligence

Ernest Maynard of Addenbrook Discovered With His Head Blown Off

Prince Rupert, B.C., Aug. 18.—Capt. Sanders of the Marine Department has been advised by the captain of the steamer Princess Royal that he has been informed by a fisherman of the finding of the body of Ernest Maynard, lighthouse keeper of Addenbrook lighthouse, near Ocean Falls. The fisherman said the head was blown off by a shotgun lying by the side of the body. There were no other details.

Maynard, a returned man, had lived in Prince Rupert for some years, and is survived by a widow and family. For a long time he was keeper of Lucy Island lighthouse, near Rupert, but was transferred to Addenbrook early in the summer.

Ketchikan Man Drowned When Ladder Slips

Ketchikan, Aug. 18.—Jack W. Carlstrom, halibut fisherman, drowned last night when he slipped and fell from a ladder at the machine shop dock here. His head struck on the dock's edge as he fell into the water. His brother dived after him but was unable to find him in the dark waters. Carlstrom was half owner of the halibut schooner Resolute. He is survived by his widow and two children, living in Seattle.

HANCE LOGAN JOINS BOARD OF THE C.N.R.

Ottawa, Aug. 18.—Hance Logan, ex-M.P. for Cumberland, N.S., has been appointed to fill one of the vacancies on the board of the Canadian National Railways. He was a prominent member of the Liberal Party.

EGYPT MINISTER TO SAIL ON EMMA

Will Pass Through Victoria Tomorrow Morning En Route to Washington, D.C.

Accompanied by his wife, his three daughters, a secretary and his mother-in-law, the Egyptian minister to the United States will pass through Victoria tomorrow morning on the Pacific Steamship Company's coastwise liner Emma Alexander, which will sail from the Rishier pier here at 9 o'clock. The Egyptian Minister will go as far as San Francisco on the Emma, and will then go East to the headquarters at Washington, D.C. The party will board the liner at Seattle this evening at midnight, and will arrive here at 7 o'clock in the morning, staying two hours before leaving for the South.

FULL LIST

The Emma will have a full passenger list for California points when she sails for San Francisco, Los Angeles and San Diego tomorrow. Among those who will board the ship at this port will be Miss Lorna Cutler, Miss Dorothy Wilson, Miss E. M. Jesse, Mrs. E. G. Burt and two children, Mrs. M. A. Mahoney, Miss Eileen Mahoney, Mrs. P. E. Morris, Miss Helen Rudd, Mrs. E. McGilivray, Mrs. M. Updegraff, W. P. Unsworth, Mrs. Unsworth and two children, C. H. Crober and Mrs. Crober, Miss A. S. Jones, Mrs. C. W. Ferris and son, W. D. Page, T. C. Berry, Miss G. Gregory, Miss J. Bentham, G. B. McCall, Mrs. McCall, Mrs. L. Kirby, Mrs. R. Stevenson, Miss M. Campbell, Paul Wank and Mrs. Wank.

EDITOR RETURNING

Among the passengers boarding the ship at Seattle this evening will be R. O. McCougan, editor of The San Francisco Bulletin, and Mrs. McCougan, returning home after a three-week visit in Canada; A. Gouden, a prominent

editor of the Victoria Daily Times, and Mrs. Gouden, who is en route to the Pacific Coast, to join H.M.S. Durban.

The Australia, which is a popular ship with members of the British Royal Family as the Prince of Wales, is expected to arrive in Victoria on his trip back to England after his visit to Canada last year.

Prince George occupied the suite used by his brother last year. Prince George will travel across Canada in a private car and will probably join the Durban at Vancouver about August 26.

He will come to Victoria on the Durban and will stay in Esquimalt Harbor from August 29 until September 3, when the ship will leave for the Durban as a full on arrival of the Empress at Quebec this morning that Prince George will serve on the Durban as a full lieutenant and not as interpreter in French as previous dispatches stated.

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COMOX HOSTS TO BRITISH SHIPS

Despatch, Durban and Vancouver Arrive at Island Port For Short Visit

Cumberland, Aug. 18.—Three warships, H.M.S. Despatch, flagship of the West Indies squadron; H.M.S. Durban, and H.M.S. Vancouver, arrived in Comox harbor on schedule yesterday afternoon, having left Esquimalt in the morning. Onboard the flagship was Vice-Admiral Sir Cyril T. M. Fuller, K.C.B. A full programme has been arranged for the entertainment of the visitors. Late last night the men were entertained at a dance at the Native Son's Hall, and this evening the Royston Pavilion will be thrown open for a dance. On Sunday a cafeteria supper and band concert has been arranged at the Elk Hotel and on Monday the Board of Trade and City Council of Courtenay will host the visitors at the Galet Theatre. On Tuesday there will be a cricket match in the afternoon and a dance at the Pavilion at night. The Comox Logging Company and Messrs. Clarke and Thomson will be hosts to parties of officers during the week. In addition there will be many private parties to welcome both officers and men.

ISLAND EXPORTS LUMBER CARGOES

Exceptionally Heavy Shipments From Alberni in Last Two Weeks

Vancouver Island exported 3,900,000 feet of lumber to Britain, the eastern

United States and Japan in the last two weeks from the Alberni-Pacific Company's lumber mill at Alberni. Three more ships will load there before August 31, according to an announcement made at the Up-Island centre.

The following ships took out these shipments:

The Danish ship Victoria, on its maiden voyage, left on August 7 for England via Vancouver, with 1,900,000 feet.

The Italia motor ship Ansaldo San Giorgio sailed for August 7 for England with 700,000 feet.

The British ship Glenworth left on August 9 with 1,300,000 feet for Boston.

The Yofin Maru is due on Tuesday next to load 500,000 feet for Japan.

The British motor ship Isodiffo is due from Tahiti Maru, China, on August 21.

The Chief Kidgley is due at Green Cove on August 23 to load 1,000,000 feet of logs for Japan.

NEWZEALAND AUSTRALIA

The new and well-appointed passenger liners sail from Vancouver, B.C. and Victoria, B.C.

"Aorangi" (2900 tons)....Aug. 23, Oct. 17

"Nimara" (2900 tons)....Sept. 19, Nov. 14

For fares, etc., apply to all Railway and Steamship Agents or to the Canadian Australasian Line, 999 Hastings St. West, Vancouver, B.C.

THE GRAY LINE

Operating De Luxe Heated Parlor Coaches From VICTORIA-NANAIMO

Leave Victoria Leave Nanaimo

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Fine Shooting By Local Marksmen

Win Several Trophies And Catch Three Places On Bisley Team For '29

Sergt. J. H. Regan, Lieut. Dave Fyvie and Mr. P. Wilson, of Victoria, Capture Places on Canadian Team to Go to England Next Year; Lansdowne Aggregate and Jubilee Cup Won by Victoria; Bdr. Wilkinson and Cadet Perry are Highest Tyros in Grand Aggregate and Win Prizes; Master-Gunner Collinge, of Victoria, Another Winner

Connaught Rifle Ranges, Southmarch, Ont., Aug. 18.—The official scoring list of the Bisley aggregate, from among the leaders of which Canada's marksmen to the historic Bisley rifle shoot, in England, will be chosen for the 1929 team, was announced last night following the conclusion of the Dominion of Canada Rifle Association prize meet here.

The list contains a number of riflemen who have fought glory to the Dominion by their prowess at Bisley, in this and former years.

Among these are the redoubtable Lieut. Desmond T. Burke, of Ottawa, 1928 King's Prize winner and runner-up in the 1928 shoot of that event. Sgt. J. H. Regan, Victoria; Lieut. J. B. Macdonald, C.S.M. G. M. Emsley, Toronto, and many others.

OFFICIAL WINNERS

The leading eighteen scorers in the Bisley aggregate are the official winners of places as Canada's representatives to the greatest of shooting meets. There have always been those among the leaders who find it impossible to make the trip to England, and their places are filled by others farther down in the aggregate scoring.

Following is a list of the eighteen leaders:

- 1—Capt. J. T. Steele, 1st Wellington Rifles, Guelph. 668
- 2—Sgt. J. H. Regan, 10th Canadian Scottish, Victoria. 668
- 3—C.S.M. N. J. McLeod, Q.O.R., Toronto. 668
- 4—Lieut. A. C. Carter, Toronto Regiment. 664
- 5—C.S.M. A. C. Lucas, Q.O.R., Toronto. 664
- 6—Sgt. T. R. Davies, 72nd Seaforth Highlanders, Vancouver. 662
- 7—Capt. J. E. Forster, P.L. (A. and S.) Highlanders, Hamilton. 661
- 8—Sgt. S. Rusk, Ottawa, Highlanders. 660
- 9—Bdr. P. Wilson, 5th B.C. Coast Artillery, Esquimalt. 660
- 10—Cpl. S. M. Bellingham, Toronto Regiment. 659
- 11—Sgt. A. S. Emsley, N.E.M.B., New Brunswick. 658
- 12—Sgt. J. Freeborn, R.H.L.I., Hamilton. 657
- 13—Lieut. D. Fyvie, 1st B.C. Coast Artillery, Victoria. 657
- 14—Lieut. D. T. Burke, G.G.F.O., Ottawa. 657
- 15—Sgt. J. W. A. Sharpe, 657
- 16—Sgt. P. H. Radford, Royal Grenadiers. 657
- 17—Pte. J. Houlden, 1st Sherbrooke Regiment. 657
- 18—Major R. M. Blair, 72nd Seaforth Highlanders, Vancouver. 657

LOCAL TYROS WIN

The prizes offered by the Minister of National Defence to the three tyros with the highest scores in the grand aggregate were won by Bombadier C. P. Wilkinson, 5th B.C. Coast Artillery, Victoria, with Cadet Capt. N. Perry, Victoria, second.

The Bostock Memorial Trophy, awarded to permanent force members who made the highest score in the first stage of the Governor-General's match was won by Master-Gunner H. Collinge, Esquimalt, B.C., with a score of 102.

The Lansdowne aggregate, a team prize awarded for scores in the Bankers, Walker, City of Ottawa and Governor-General's (first stage) matches was won by a team representing the Esquimalt Garrison headquarters. Their total was 1,416. Second place went to the Seaforth Highlanders, Vancouver, with 1,406.

The Imperial Tobacco Challenge Trophy for the team with the highest score in the Macdougall, Walker, Bankers, Macdonald Brier (first stage) Governor-General's and City of Ottawa matches, was won by the Seaforth Highlanders, Vancouver, with a score of 2,665. Next in order was Esquimalt Garrison headquarters, 2,641 and the 48th Highlanders, Toronto, 2,603.

MILITARY DISTRICT II WINS

The Jubilee Cup for the team of eight competitors from any military district making the highest aggregate scores in the Governor-General's (first stage) match was won by Military District No. 11 headquarters, Victoria, B.C., with 785. Military District No. 15, with headquarters at Calgary, was second with 779.

The Imperial Cadet Cup was won by Cadet P. Sybrus of Calgary, with a score of 298. This cup is awarded to the cadet making the highest total score in the tyro, Macdougall, Walker, Bankers and Cadet matches.

The Gillespie Challenge Cup, team prize for four members of any regiment making the highest aggregate scores in the City of Ottawa (first stage) Governor-General's and the Macdonald Brier matches, was won by the team of the 72nd Seaforth Highlanders, Vancouver. Their score was 1,142. Second place went to the R.H.L.I. Hamilton, with 1,140.

Vincent Richards Challenges Czecho To Tennis Battle

London, Aug. 18.—Vincent Richards, American professional tennis star, has challenged Carl Kozelski, famous Czechoslovakian pro, for a match to decide the professional tennis championship of the world. The stake would be £1,000.

Prominent Figures At Seniors' Golf Tournament



From left to right—Robert Musgrave, of Victoria, Class D champion; J. R. Waghorn, of Vancouver, Class A champion; J. E. Wilson, of Victoria, grand champion; Fred Nation, of Victoria, Class B champion, and J. R. Blood, of Seattle, Class C champion.

TIDMARSH WINS AND SAVES U.S. FROM A DEFEAT

International Team Match of Seniors Results in Tie at Oak Bay links

Canadians Held One-point Lead Over Opponents With One Match to Play From

A garrison finish by the tail of the United States team saved Canada from capturing the Nichol Cup, emblematic of the seniors championship of the Northwest Golf Association, at the Victoria Golf Club yesterday afternoon.

When A. W. Tidmarsh, of Seattle, and W. A. Ward, of Vancouver, the last two players, reported to the count showed seven and one-half points for each team.

The teams consisted of fifteen aside and when the fourteenth pair had finished the Canadians are one point to the good. There was much excitement as Tidmarsh and Ward plodded up to the home green with everything depending on who won the hole. Tidmarsh turned the trick and saved off the prospects of an American defeat.

TIED FIRST MATCH
The result was the same as occurred in the first tournament of the seniors, when the teams finished in a tie. Ever since then the trophy has been held by the Americans.

The results, with the United States team first named, were as follows:
Dr. O. J. West 1, L. H. Hardie 6.
Judge H. B. Rigg 1, J. Wilson 6.
J. A. Byerley 1, J. A. Seward 6.
J. Sobey 1, A. T. Gowat 6.
F. T. McClelland 4, F. Johnston 1.
C. J. Northrop 0, L. A. Lewis 1.
Joel Collins 0, J. W. Morris 1.
H. G. Grigg 1, W. E. Hagen 0.
W. C. Butler 0, V. R. Stewart 1.
Capt. W. E. Langley 1, R. W. Wagborn 0.
J. R. Stirling 0, R. W. Gilson 1.
E. G. Todd 0, R. Musgrave 1.
J. B. Kerr 0, C. C. Worstell 1.
M. A. Arnold 0, F. Nation 1.
A. W. Tidmarsh 1, W. A. Ward 2.
Totals—United States 7, Canada 7½.

The results of the All-America and All-Canada match, which the latter won 7-2, with the American players first mentioned, were as follows:
(Concluded on page 1)

McDUFFY

By HARRIE PATYR

HERE'S SOMETHING YOU WON'T BELIEVE! OUT IT'S THE GOSPEL TRUTH—1 ONCE HELD THE COURSE RECORD AT GREEN VALLEY!



I'M NOT SPOOFING YOU—I WAS THE FIRST ONE TO PLAY OVER THE COURSE AFTER IT WAS BUILT AND I HELD THE COURSE RECORD FOR NEARLY TWENTY MINUTES WITH A SNAPPY NINETY-THREE!



GOLF LINKS ARE PLACE TO SOLVE ALL TROUBLES

Seniors Declare Themselves For Peace and Will Always Work to That End

Archie Compston and Aubrey Boomer Join in Fun at Banquet Last Night

Long Pants Needed to Make Good Senior Golfers, Declares Seattle Man

Members of the Seniors Northwest Golf Association held the final pow-wow of their sixth annual tournament at the Union Club last night. Then they took their farewells and to-day some are reluctantly heading back for their homes, while others have decided to spend another week in Victoria, which they say is the "finest little old town in the world."

The seniors were serious and jovial in turn last night and when Archie (Concluded on page 1)

R. W. GIBSON (LEFT) AND J. W. MORRIS
The sixth annual championship of the Seniors Northwest Golf Association, which concluded at the Victoria Golf Club yesterday, was the finest yet held by the veterans. The weather throughout the tournament was ideal, the course was perfect and the golf very good.

Much credit for the success of the tournament is due to the untiring efforts of Judge Lampman, vice-president and chairman of the tournament committee, and Capt. Perkins, secretary.

Judge Lampman has been elected to the presidency of the association and takes office next week. Capt. Perkins has been secretary of the organization since its inception and the seniors all recognize that as long as the ever-obliging and efficient captain is on the job everything will be all right. He was showered with praises by the seniors last night for his fine work during the tournament.

Most of the honors were won by Victorians this year. J. W. Morris was the medalist and with R. W. Gibson, one of the smartest of the Class A players, he won the fourball foursome.

They defeated a team representing Manchester and district, 13 to 6.

The Manchester team was outclassed. Feeney was the scoring ace of the Canadians, with five counters. Burnham, Stoddart and Atkinson scored two goals each and Doyle and Fraser one each.

Australian Net Team Scores Win Over Canadians

Toronto, Aug. 18.—Australia's Davis Cup team took three straight matches from the Canadian Davis Cup team in exhibition matches played in hot weather before a very fair crowd here yesterday.

The young doubles team of Harry Hopman and Jack Crawford took the measure of the two Toronto players, Gilbert Nunn and Dr. Art Ham in straight sets, 9-7, 6-1, 6-3. Jack B. Hawkes, veteran and brilliant Australian left-hander, downed Willard Crocker of Montreal, 6-4, 6-3, while Gerald Patterson defeated Jack Wright of Montreal, after a strenuous struggle, 6-3, 3-6, 6-4.

In all cases the victory was deserved and clear-cut. The greater experience of the visitors and the extra finish to their game was quite obvious throughout.

DRAW VERDICT GIVEN IN MAIN BOXING EVENT

Dave Lewis, Local Lightweight, Has Good Scrap With Martin of Vancouver

Two Davies Boys, Albie and Jumbo, Win; Keist Defeats Pastoro; One K.O.

A capacity house witnessed the well-balanced and exciting programme presented by the Victoria Boxing Club at the Victoria West Hall last night.

In the main event, Dave Lewis, local lightweight, fought a draw with Danny Martin of Vancouver. The referee voted for a draw, as did one judge. The other judge voted for Lewis, and was supported by most of the fans.

The Lewis-Martin bout was the climax to a programme which, though replete with thrills, produced only one knock-out, this occurring when the second of the Salt Spring fighter Troup, threw in the towel and conceded the victory to Bradshaw, of Victoria.

There was an exhibition bout between the Californian middleweight, "Buck" Halley, and Ted Beales, of Victoria. Halley showed wonderful science and gave the impression of being a real boxer. Before the bout, Halley, who is on a health tour, gave a short speech (Concluded on page 14)

Little Spurt Would Give Hornsby Crown In National League

Paul Waner Nineteen Points Behind Rogers; Larry Benton of Giants Has Great Pitching Record of Nineteen Games Won and Four Lost; Batting and Pitching Race in American League Grows Hotter and Hotter

New York, Aug. 18.—Rogers Hornsby is three-points lower in the batting table of the National League than he was last week, but Paul Waner is nine points lower, apparently unable to rise. A spurt at this point by Hornsby would mean practically the end of the 1928 race, with the former champion recrowned after an absence of two years from the top.

The Boston manager is hitting an even .380 in ninety-four games, against .361 for Paul Waner in 108, according to averages issued to-day and including games of last Wednesday. Klein, the Philadelphia recruit from Fort Wayne of the Central League, is in between Hornsby and the elder Waner, but has played in only fifteen engagements. His average is .279, and he is tied with Del Bissanette, of Brooklyn, and Hafey, of St. Louis, tied for third place, each with 19.

Paul Waner is tied with Taylor Douthett, of St. Louis, in total hits, 157, but the Pittsburgh sharpshooter has a clear lead over the field in doubles, of which he has 36.

Following Hornsby and Paul Waner in the batting table are:

Lindstrom, New York, .356; Sisler, Boston, .351; Grantham, Pittsburgh, .348; Bottomley, St. Louis, .341; Root, St. Louis, .341; Hogan, New York, .339; Hafey, St. Louis, .336, and O'Leary, New York, .332.

BENTON ON TOP
Larry Benton, needless to say, leads the pitchers. The New York ace added his nineteenth victory and his twenty-second complete game at the expense of the Cubs on Tuesday, running his record to 19 won and 4 lost for a percentage of .826. Red Lucas, of Cincinnati, and Burleigh Grimes, of Pittsburgh, are tied in shutouts, each with four, while Grimes sets the pace for both major leagues in victories with 20.

Willie Sherdel of St. Louis is next in the averages with 15 and 4 for .700. Lucas is next with 11 and 5 for .688 and Grover Alexander, of St. Louis is fifth with 13 and 5 for .694.

PITTSBURGH IN LEAD
In team batting Pittsburgh still leads, this week with .308, the Cardinals despite their slump, being a good second with .295, followed by the Giants at .292. The Cards top the field in hitting with .978, followed by the Cubs and the Reds, who are tied for second, each with .973. Cincinnati now has 140 double plays, but the standing of the clubs proves that these stats will not win ball games.

Chicago, Aug. 18.—Hotter and hotter grow the races for batting and pitching honors in the American League.

While unofficial averages, including Wednesday's games, show "Goose" Goettin, of Washington, still leading in hitting and Waite Hoyt, of the Yankees, having the best pitching record so far this season, each day seems to tighten up the struggles for the two most important individual honors in the circuit.

GERHIG PULLS UP
Last week, Goslin had but one close rival, Al Simmons, of the Philadelphia Athletics. But while they were slumping during the week, Lou Gehrig of the Yankees, hiked his average twelve points and now is only nine points from the "Goose," whose average is .380. Simmons slipped even more than Goslin, but was still second with a mark of .374.

Other leading hitters and their averages:

Manush, St. Louis, .357; Lazzeri, New York, .354; E. Miller, Philadelphia, .341; Fox, Philadelphia, .336; Sewell, Cleveland, .333; Myer, Boston, .331; Ruth, New York, .330.

Hoyt added another victory to his string during the week, bringing his record to 14 won and 3 lost. General Alvin Crowder of St. Louis, also added a win, and he now has credit for 11 victories and 4 defeats. All the other leaders also added to their records with a victory. They are Quinn, Philadelphia, 15 won and 5 lost; Pennock, New York, and Grove, Philadelphia, 17 won and 6 lost each.

ATHLETICS CATCH YANKS
The Athletics finally caught up with the Yanks in team runs, Philadelphia 662; Yanks 661. The Athletics added 1 point during the week, while their rivals kept their 300 level.

St. Louis and Boston were still tied for leading honors with an average of .878.

Other leaders: Double plays, Cleveland, 141; most runs, Yankees, 678; fewest opponent runs, Philadelphia, 662; most home runs, Ruth, 123; most bases, Mostil, Chicago, 21; doubles, Plagstead, Boston, 33; triples, Combs, New York, 16, and home runs, Ruth of course, with 45.

FINAL OFF DUE TO RAIN

Rye, N.Y., Aug. 18.—The final match for the women's eastern turf tennis championship between Mrs. May Sutton Bundy of Santa Monica and Mrs. Charlotte Chapin of Springfield scheduled for afternoon, was postponed because of rain.

THE CAN CLUB
YOU CAN'T HARVEST THE GRASS IN A STICK OF WOOD. THAT'S THE MESSAGE, SHAMROCK, OKLA.

WIFE OF ONE

THE CAN CLUB

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Canada Has Strong Contenders For Swim

Even George Young, If At His Best, Will Have Time Beating Them

Crop of New Swimmers Comes to Front; Mendell Burditt, of Toronto, Last Canadian in Race Last Year, Outstanding Canadian for Wrigley Swim at Toronto Next Month; "Mystery Man" Is Revealed as Smiling Dutchman From East Indies

Toronto, Aug. 18.—Judging from the records of Canadians already entered Canada has an excellent chance of capturing the third Wrigley Marathon to be held on September 5 at the Canadian National Exhibition.

Even if George Young of Toronto, is in the form he showed when winning the Catalina Channel swim, he is going to find it difficult, not only to take first place in the men's race, but to lead the Canadian competitors, for there are many Canadian "dark horses" entered.

George, however, after the flurry which for a time seriously threatened his aquatic career, is down to hard work, and hopes to be at the starting point in as fine physical condition as he has ever reached for an important race.

BURDITT IS GOOD

Of the other better known Canadian contenders, Mendell Burditt of Toronto, the last Canadian in the water in last year's race, and whom Ernest Wrigley considers a strong contender, is the most prominent. John O'Halloran, of Barrie, is another of last year's unknowns to be considered seriously this year.

There are probably twenty-five Toronto swimmers with past records of varying importance all hard at work for the coming battle, among them Joe Wilson, one of the most brilliant swimmers the Dominion ever produced, and the only Canadian to challenge for the King's Cup, outstanding award in the gift of the Royal Life Saving Society. Wilson was almost world famous some years ago and was considered unbeatable in America at his best.

TURNING PRO

Donald Booth of Newtonbrook, Ont., winner of the Toronto Central-Y.M.C.A.'s elapsed-time marathon, which he finished over more than a week, is turning professional for the exhibition grind this year.

So far one of the most impressive swimmers among the remaining Canadians is Meyer Mendelsohn of Toronto, who was second in the Lake George marathon in 1927. Quebec, in fact, is sending a strong contingent of aquatic experts to Toronto, including a trio of English marathoners, John Warden, now living in Grand Mere. The French-Canadians entered so far include Romeo Gouard of Ottawa, Florant Aubin, Montreal; A. C. Beaudin, New Liskeard; Robert Laroche, Quebec, and Albert Labrecque, Quebec. Quebec City is also sending John Schulman.

The New Liskeard star is a dangerous contender for the honors. He has won several Northern Ontario marathons by long leads, but will have stiff opposition from his own section of the Dominion with Jack Yohn of Cache Lake, George E. Fielding of Copper Cliff, and Fred G. Crowe of Port Williams, who has yet to be beaten, it is reported at the head of the lakes.

SASKATOON REPRESENTED

A large number of other Canadian towns and cities are also represented, though the only Western Canadian swimmer entered at the moment is John Smythe of Saskatoon, Sask. Midland has Louis Gianetto, Port Colborne, Inshore Spender, Windsor, John Wiers and Donald McCarty, Hamilton, Billy Dawe, an English athlete; Pietro, Thomas Robinson, only farmer in the race; Mimico, Harold Douglas; St. Catharines, Fred Scott, and Chatham, Bruce Bradley. From Walkerville comes a young mechanic, Lloyd Francis, who has been giving sensational performances in trial swims of ten and fifteen miles.

For the ten-mile women's event, there are already three strong Canadian competitors exclusive of the big Toronto contingent. Daisy Shaw of Shawinigan Falls, claimant of the Canadian professional title for women, will swim for Port Hope, her native town. Helen Garland of Ottawa, and Pauline Schaeffer of Kincardine, are other strong entrants. Edith Heden of Toronto, dubbed the "sweetheart of the swim" in 1927, and the only Canadian prize winner will be a certain starter though her entry form has not yet been filed.

THE MYSTERY MAN

The "mystery man" entered for the Wrigley swimming marathon at the Canadian National Exhibition on September 5, who has kept training camps of a score of marathons ago, for

some weeks, has at last revealed his identity.

A smiling Dutchman from the East Indies, he is Jan Van Der Ven and he speaks, in excellent English, that his secret training preparations were not part of a scheme to cloak himself in mystery, but merely because he likes privacy.

SHARK PROOF GREASE

At the age of sixteen he was sent to Holland to be educated and was graduated from a Dutch college. He speaks seven languages, including Chinese, which he learned while serving as a wireless operator in the Orient. Van Der Ven also served as an officer in the Royal Dutch Flying Corps, specializing in aerial photography. He was working in Oshawa as an interpreter when the Canadian National Exhibition swim was raced last year, but did not enter it. His decision to enter this year's race came about this Spring when he was in Holland and won several long grinds there.

It is reported Van Der Ven has a shark proof grease which he will use in the marathon to keep off the lamprey eels which bothered a number of swimmers last year.

VICTORIANS IN DUNCAN FINALS

(Continued from page 2)

MIXED DOUBLES

Don Campbell and Miss Mona Miller defeated H. Dove and Mrs. Gooding, 6-0, 6-4.

D. M. Gordon and Miss M. Leeming defeated C. Hodgson and Miss D. Swayne, 6-2, 6-2.

Gerald Cunningham and Miss Hope Leeming defeated T. Todd and Miss Conside, 6-1, 6-3.

F. H. Hanna and Mrs. Waidy defeated J. B. Aitken and Mrs. Aitken, 6-2, 1-6, 8-6.

Gerald Cunningham and Miss Hope Leeming defeated Bob Schwengers and Mrs. Rigby, 6-1, 6-1.

Gerald Cunningham and Miss Hope Leeming defeated F. H. Hanna and Mrs. Waidy, 6-1, 6-0.

MEN'S SINGLES

G. Sparling (Vancouver) defeated W. Dowell (Vancouver), 6-4, 6-4.

Harold McLean (Vancouver) defeated T. Todd, 7-5, 7-9, 6-2.

D. M. Gordon (Victoria) defeated Gerald Cunningham (Trail), 6-3, 3-6, 7-5.

Don Campbell (Victoria) defeated F. Ketcham (Seattle), 6-3, 0-6, 11-9.

G. Sparling defeated Harold McLean, 6-4, 6-6, 6-1.

D. M. Gordon defeated Don Campbell, 6-4, 6-8, 6-1.

MEN'S DOUBLES

Gerald Cunningham and D. M. Gordon defeated F. L. Kingston and C. W. L. King, 6-1, 6-1.

W. Dowell and S. Jones defeated Bob Schwengers and C. Hodgson, 6-2, 4-6, 6-1.

G. Sparling and H. McLean defeated Der and Des Crofton.

Gordon and Cunningham defeated Dowell and Jones, 6-2, 11-9.

Sparling and McLean defeated Wilkes and Dove, 6-2, 6-4.

TENNIS MATCH POSTPONED

Forest Hills, Aug. 18.—The east-west tennis matches which were to have started at the West Side Stadium yesterday were postponed because of rain.

Pipgras and Benton Have Good Chance to Enter Charmed Circle; Feat Has Not Been Performed Since Jim Bagby of Cleveland Scored 31 Wins in 1921

Best Record Since Then Was Made By Dazzy Vance, Who Scored 28 Wins in 1924; Eddie Rommel, With Seventh-place Athletics,

By BILLY EVANS

Will the present major league season produce a thirty-game winning pitcher? I doubt it. It's possible, but not very probable.

In these days of lively baseballs and heavy hitting, it's quite a trick to chalk up twenty victories, let alone reaching the thirty mark.

At this writing, the only nominee I see with an outside chance to top thirty games are Larry Benton of the Giants and George Pipgras of the Yankees. In the first 100 frays each won seventeen tilts. That leaves them thirteen wins to hang up during the remainder of the campaign, which has a little more than one-third to run.

A BIG TASK

A little mathematics reveals that Benton and Pipgras each registered a victory for about every sixth game his club played. When one considers that Larry and George need thirteen more triumphs in the remaining fifty-four tussles, it is obvious the task ahead of them is no small one.

If memory serves, no big league hurler has reached the thirty-game win class since Jim Bagby of Cleveland performed the feat back in 1920. Jim Van Der Ven also served as an officer in the Royal Dutch Flying Corps, specializing in aerial photography. He was working in Oshawa as an interpreter when the Canadian National Exhibition swim was raced last year, but did not enter it. His decision to enter this year's race came about this Spring when he was in Holland and won several long grinds there.

Bagby, incidentally, was more or less fortunate in hanging up his thirty-one successes that year. For Bagby usually was in the box on days when his mates were in a hitting mood. Game after game the opposition took plenty of liberties with Jim, only to find the Indian clubbers baiting the slants of the enemy pitcher a bit harder.

HE GOT THEM ANYWAY

If the foe got five or six runs off Bagby, you usually could depend on the close of the campaign he grabbed fifteen straight and seemed certain to hit the thirty figure. He couldn't quite make the grade, however.

Other notable performances have been Eddie Rommel's twenty-seven wins in 1926; George Uhle's twenty-seven in 1921, and Charley Root's

established has been made by Dazzy Vance of the Dodgers. Vance copped twenty-eight frays in 1924. Towards the close of the campaign he grabbed fifteen straight and seemed certain to hit the thirty figure. He couldn't quite make the grade, however.

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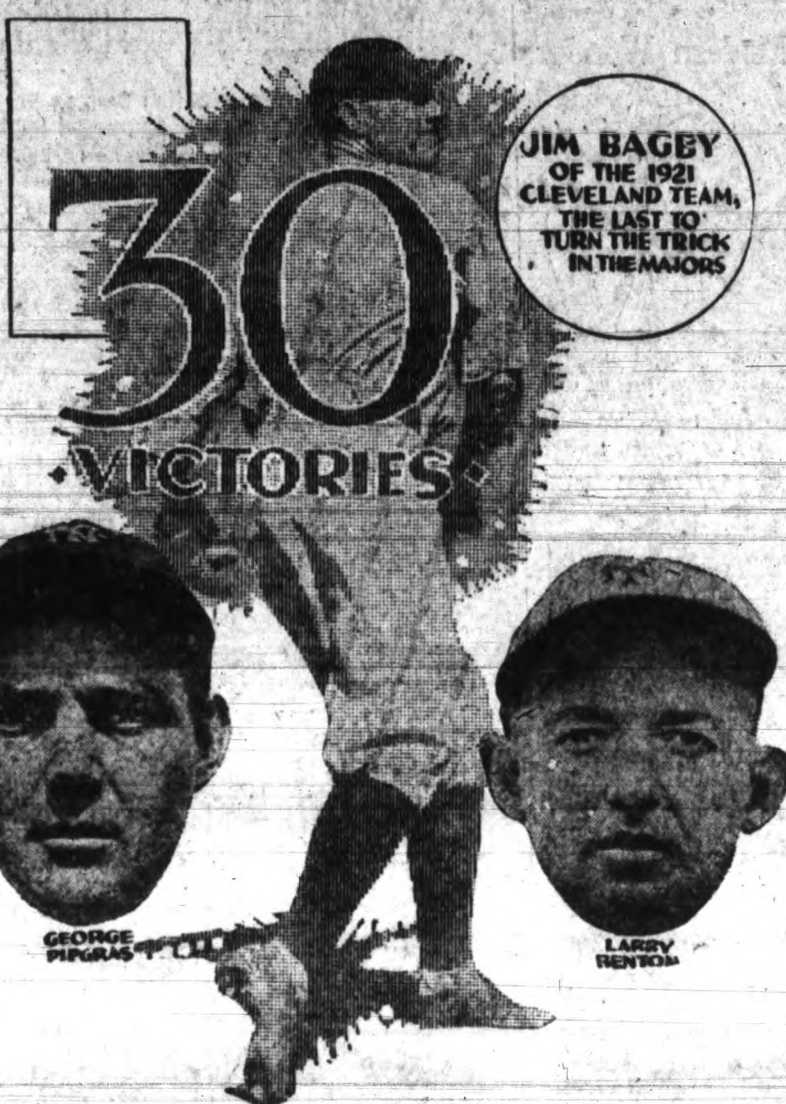
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JIM BAGBY OF THE 1921 CLEVELAND TEAM, THE LAST TO TURN THE TRICK IN THE MAJORS

GEORGE PIPGRAS

LARRY BENTON

Bobby Jones On Golf

PLACING OF HOLES ON PUTTING GREEN HAS MUCH TO DO WITH GOLF COURSE

It is a surprising fact that a golf course may be either made or marred simply by the placing of the holes on the green. This important feature of the play often entirely neglected by tournament committees and left to someone who is entirely unacquainted with the conditions of tournament.

I am told that in the old days at St. Andrews when a competition was to be played the cups were always placed under the personal direction of old Tom Morris. Old Tom knew St. Andrews and he knew how to bring out the testing qualities of the course without making it too difficult.

Of course, the position of the flag probably made more difference at St. Andrews than on any other course in the world. It certainly made all the difference in the world on the fourteenth hole, for there the location of the hole and the direction of the wind absolutely determined the objective to be reached by the first two shots. But on any golf course it is possible to increase the pleasure and interest of playing by giving thought to this phase of the layout.

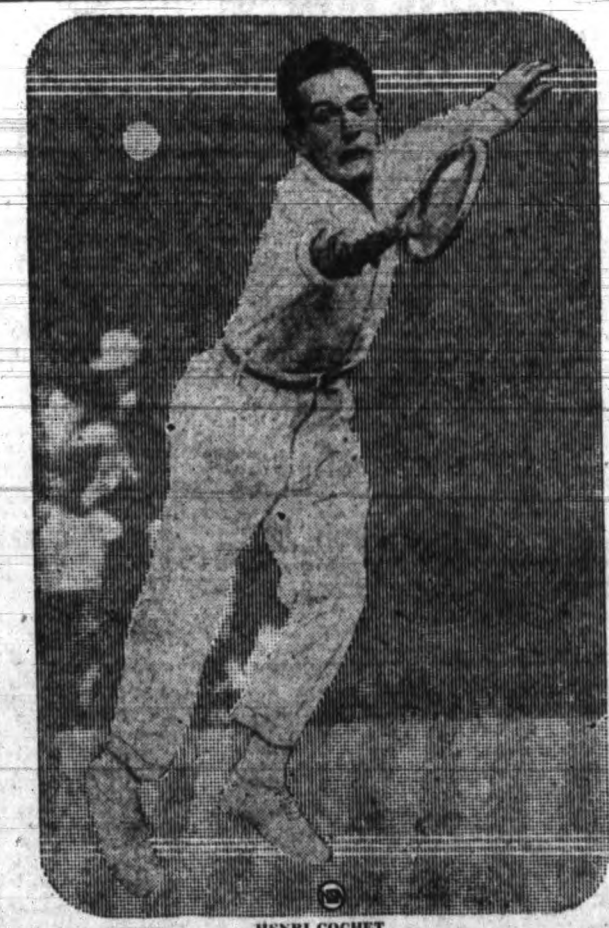
OFFICIALS OFTEN JEALOUS OF PAR SCORE

The universal tendency is to cut the holes, having regard solely to the ease or difficulty of putting after the green is reached. If the members of the greenskeeper happen to take pride in the fact that par has never been beaten on their course, then very likely all holes will be placed on fast sloping hillsides. We met this condition recently when playing an exhibition match in Baltimore. Roland MacKenzie, Watts Gunn, Warren Corkran and I struggled hard, never holing a decent putt and often taking three, four or a comparatively easy course. Naturally, the spectators derived some enjoyment from our discomfort on the greens, but those who came to see good golf and low scores were disappointed.

In this connection I always think

On His Way To America

Star of Recent Davis Cup Matches Seeks Further Tennis Victories on This Continent



HENRI COCHET

After being the big shot in the recent Davis Cup matches between the French and United States teams, Henri Cochet decided further tennis laurels were his for the seeking and sailed for this continent. He's due in New York soon, and is going to enter all the big tournaments in the East. This photograph of him was taken during the recent international matches, and shows him making a wonderful get on the court.

of the Winged Foot courses at Mamaroneck, where the open championship is to be played next year. Due to the design of the greens there, it is possible to place the holes so that no rational being would dare play for the flag. Little narrow promontories projecting between cavernous sandpits are regarded as excellent places for cup-

Victoria Dogs Do Very Well in Show Over on Mainland

At the recent dog show held in connection with the exhibition at Vancouver, Mrs. Moore's beautiful Alsatian puppy bitch was awarded "winners" over several imported dogs of the same breed from Germany. This is certainly a great tribute to the Canadian breeder and also to the owner, who has spent considerable time and money to bring this dog to show form and very close to its championship.

Visiting Golfers Visit S. J. Halls

S. J. Halls, president of the Uplands Golf Club, who has been seriously ill for the past six weeks, was surprised at his home on Harbinger venue this morning when Archie Compton and Aubrey Boomer, the visiting European golf pros, called on him.

Compton and Boomer are playing an exhibition match at the Uplands Club to-day and when they found that President Halls would be unable to attend owing to his illness, they promptly asked for his address so that they might visit him. They had a pleasant time.

place of safety upon the putting surface. On the whole, I think the placing of the cups at Olympia Fields was very fair. But even there I should disagree with the policy of always seeking the back edge of the green. When the hole is a scant fifteen or twenty feet from trouble in the rear, bold play is unwarrantably discouraged, for a fine shot if a bit too strong, may result in the waste of several strokes.

Southpaw Spittballer, Death To Giants As A Rule, Badly Wrecked

Clarence Mitchell Only Port-sider in Captivity Who Throws a Moist Ball, Fails to Help St. Louis Cardinals Over New York Obstacle and Lead Is Reduced; McGraw Confident of Overtaking Leaders in This Series; Pittsburgh Continue to Climb

The Giants were unable to withstand the force of the Wrigley Field jinx in Chicago, but as soon as they set foot in St. Louis they proceeded to demolish another evil influence equally potent. Until reduced to an unrecognizable hulk by a shameful assault yesterday the venerable Clarence Mitchell, long-famed as the only left-handed spittball artist in captivity, had been able to throttle the McGraw clan merely by having his name announced as the pitcher.

Ever as a Red, a Robin and a Philly, the ancient and honorable southpaw won more than his fair share of games from the Giants. With the Cardinals behind him, he started out with three in a row and seemed as if he might never quit. Then came the turning point yesterday when the New Yorkers shaded him by 3 to 2 in a game which seemed as if it should have ended about 10 to 2. The Giants threatened in each of the first six innings, but failed to score on eight hits.

A BAD THROW

Andy High's three-base wild throw of Reese's grounder and May's sacrifice fly turned the trick in the seventh. This proved the margin by which the Giants defeated Mitchell, as each side hammered out two runs in a wild eighth round, but the veteran southpaw was hit hard enough to lose any two ordinary games to smart opposition.

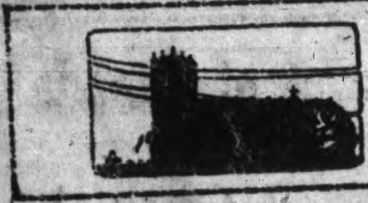
McGraw's initial success in the three-game series against the leaders gave him a bigger margin than any single game usually represents. First, it preserved the slight chance the Giants have of gaining first place by three percentage points on a sweep of the series. Next, it cut the Cardinal lead to two and one-half games and placed the Redbirds with one defeat in excess of the number suffered by the Giants to date.

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IN OUR CHURCHES



Bible Foretold Radio, Says Pastor

Fundamentalist Quotes Bible as Predicting Modern Wonders

Aug. 18.—Long before the coming of Christ, in the days of King Solomon and David, the wise men and Psalmists who were the prophets of the times foretold the dawn of radio. They predicted its discovery and left a record of their prophecies covering these now commonplace, twentieth century conveniences in the Bible.

This is the contention of Rev. Paul Rader, prominent fundamentalist, who was one of the intimates and protagonists of William Jennings Bryan during the famous Scopes trial and, incidentally, one of the first clergymen in the United States to establish a radio ministry. Rev. Rader is president of the World Wide Christian Council, an interdenominational missionary movement which operates "The Cathedral of the Air" over station WJBT from Chicago Gospel Tabernacle each Sunday.

He is a firm believer in a literal Bible and maintains that, in addition to being the infallible word of God, the Bible states scientific truths accurate even to details, and that science itself by research has substantiated the truth of these statements. To anyone able to prove otherwise and who can contradict a single Bible statement by a known, scientifically proven fact, Rev. Rader offers to pay \$1,000.

CITES PASSAGE IN JOB

Radio is predicted in Job 38-35, he claims. This passage says: "Canst thou send lightnings that they may say unto thee: Here we are?" The word "lightnings" in this particular stanza is susceptible of various interpretations. Rev. Rader says, "It means variously 'emanations,' 'vibrations,' 'outgoings,' and has so been translated by students."

As for the vacuum tube, reference to its discovery may be found in at least two places in the Bible. This verse of these is in Psalm 65-8. This verse says: "Thou makest the outgoings of the morning and evening to rejoice." And, again in Job 38-7 it says: "When the morning stars sang together."

STARLIGHT IS RECORDED

"Eminent Gen. Gustave Ferris and his radio assistants have perfected an apparatus that actually is hearing starlight. They have turned the light of the stars into electric signals, so that you can set your watch not alone by sun time, but by star time, too. Yet the Bible mentioned all these things nearly 3,000 years ago."

The word "outgoings," mentioned in Psalm 65-8 was the best Hebrew synonym for our present phrase "radio waves." The prophet who spoke about the "outgoings," clearly had in mind the molecular and vibrational substance of matter and was intuitively inspired when he made this utterance.

The word "lightnings," in Job 38-35, surely means power, to-day carry the messages of men to all corners of the earth.

"Science does not affirm the Bible except to sceptical minds. The Bible, on the other hand, has charted the limits of science."

"Wonderful opportunity awaits the inventor, who, with his heart full of faith and trust in God, will read through the Bible for inspiration for his work. Unlimited possibilities for mechanical and scientific advance are all written there. The Bible, for example, plainly and unmistakably predicted the automobile when it told of the 'chariots that should jostle one another in the streets and run like lightnings.'"

TOLD IMPORTANCE OF BLOOD

"Similarly, after Lord Howe invented the great telescope that could read newspaper print thirty miles away, the great empty spaces of the north heavens were found to contain but a single star, where before it was believed there were many stars. The invention was widely heralded. Yet Job 38-7 says: 'God stretched out the north over the empty place and hangeth the earth upon nothing.' And, though William Harvey in 1615 is credited with the discovery of the circulation of the blood—one of

DO YOU KNOW TO-MORROW'S Sunday School Lesson?

By HARLOWE R. HOYT

QUESTIONS
1. When did Paul start his second missionary journey?
2. Did Barnabas accompany Paul?
3. Why did the pair separate?
4. Who was Timothy?
5. In what manner was Timothy of great assistance?
6. What vision did Paul receive?
7. How did Paul answer the call?
8. Who was Lydia?
9. What is meant by a "seller of purple"?
10. What happened to Lydia?

ANSWERS
1. In the Spring of 50 A.D.
2. No.
3. John Mark, nephew of Barnabas, had proven weak on the former journey. When Paul refused to allow John Mark to go on the expedition, Barnabas renounced their association.
4. Timothy was a new recruit annexed from Lystra. He was the son of a Jewish mother and Greek father, and proved a worthy recruit.
5. Timothy, being looked upon as a Jew, proved a powerful influence in converting Jewish residents of Phrygia and Galatia.
6. Paul received a vision of a Macedonian urging him to visit that country and convert it.
7. He traveled at once to Philippi, famous city of Macedonia, to take up his work.
8. She was a woman of Philippi who sold purple.
9. A person who sold purple cloth.
10. Paul converted her.



Paul Rader. "The bible predicted the automobile."

Church Notes

The services in St. Matthias' Church to-morrow will be holy communion and sermon at 11 a.m., evensong and sermon at 7:30 p.m.

"Seek and Ye Shall Find" is the subject for Sunday evening at the First Spiritual Church, Harmony Hall, 724 Fort Street, Rev. Mrs. Minnie Perkins being the speaker.

The British-Israel Association will meet in the Board of Trade Hall, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 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3733, 3735, 3737, 3739, 3741,

QUEEN BEES MADE TO ORDER

Stockton, Cal., Aug. 16.—Making busy bees buster is a part of the business of Herman Peterman, queen bee raiser near here.

When a queen bee is taken away from a colony of worker bees they immediately become excited to a point where they will work frantically to develop a new queen. Peterman capitalizes on this natural desire and keeps colonies of bees working for weeks at a time developing new queens by the dozen.

All bees are the same in the larva stage. If all larvae were fed and cared for the same by the workers in the hive, another generation of workers would be the only result. It takes extra food and extra care to develop queens, and when ordinary larvae receive that special attention it turns into queens.

Knowing this fact and the willingness of the worker bees to strive to develop a new queen, Peterman places the ordinary brood in special cells in colonies from which the queen bee has been removed. The workers immediately start pampering the new brood and queen bees start to develop.

Peterman's first has a market. In many states and in Canada, Peterman follows the practice of putting ordinary larvae in special wax cells and then placing the cells in hives, from which the queen bee has been removed, for a couple of days. The workers, anxious to get a new queen, start work caring for the larvae and adding to the cell.

As soon as Peterman sees that the cells have been accepted he moves them to a quieter place, a double hive in which the queen is held in the lower half by a screen through which she is just too large to pass. The workers, desirous of having a queen in the upper half of the hive, finish the job started by the queenless bees.

While the natural instincts of the worker bees have been used to advantage so far in the development of a queen bee, experience has shown that they must be particularly watchful when the hatching time arrives. The first queen bee to hatch would destroy all the other larvae.

It takes eleven days for a queen bee to develop, so Peterman has found it



Herman and Mrs. Peterman pour out a shipment of bees, at their Stockton, Calif., farm.

advisable to remove the cells on the tenth day and distribute them around in hives, where they can hatch out in safety.

With the queen bees, which Peterman ships to various parts of the country in small wooden boxes, he frequently is called upon to ship bees or the nucleus of a hive. Orders in the

bee trade come on a poundage basis.

The way an order is filled on the Peterman farm is to go out to the crowded hive with a shipping container, a pair of scales and a big funnel. The container is placed on the scales and bees poured into the container through the funnel until a full measure is recorded. It is said that there are 5,000 bees in every pound.

GREAT NEW PARK KIWANIS ARE INVITED TO CITY

Land of Mystery and Wealth
Opened By Prince Albert
Park

Prince Albert, Sask., Aug. 18.—The opening of Prince Albert Park means the opening up of the great northlands. Even to those most familiar with the north that term is still of vague significance, because, although this section of Canada was the first known to the British, it still, after nearly three centuries, remains a land of mystery. Geographically it comprises the vast area of over a million square miles lying between the great Mackenzie River, the Hudson Bay, the Arctic Ocean on the north, and the prairies on the south.

Every day one hears rumors in the streets of Prince Albert of the vast unexplored wealth of this country. One day it is the chief of the fire rangers who has just returned from a 1,000-mile trip circling about the Mackenzie River, and the other day it is the fire patrol plane. His aeroplane has flown above Reindeer Lake, lying almost due north of the park; a lake containing over a thousand islands, and so low in the air that a height of a thousand feet in the air the borders of the lake cannot be seen.

TARRANT DEPOSITS
Now it is the mounted police who have desolate posts established at great distances from each other in this lone wilderness, who bring in reports of vast deposits of tarrant, of lumps of salt as large as great boulders to be found along the rivers and lakes, and of unexplored resources of crude oil. Again it is the geologic explorer or the prospector who brings in samples of quartz containing silver, nickel, copper and sometimes gold.

Then, which these men have followed are the waterways and trails tread by the Indians before the coming of the white man, tramped by the members of the Canadian Mounted Police, and later trafficked over by the Hudson's Bay Company. This vast realm has for three centuries without civilization, and now, with the advent of the aeroplane and the motor car, it is being opened up to the world.

Many of the Hudson's Bay posts have fallen into decay, and the trails once echoing to the bark of the dog-team, and the shout of the trapper are almost silent. The park itself lies 1,500 square miles in area between the Northlands and the prairies, the natural highway between the one and the other. Its southern boundary is thirty miles north of Prince Albert, but the waterway, which is the only way through the park in the summer time, lies two miles north of Prince Albert. It was opened by Frederick King, August 16.

A road runs between Waskesiu Lake, the Great of the lakes and the city. It is in reality an old Hudson Bay trail, and the waterway is not a new building, but a new road to replace the old.

WONDERFUL BEAUTY
The water highway is one of unrivalled beauty. Hundreds of lakes, some but half a mile across, some larger, some smaller, are scattered by innumerable rivers and streams, a jeweled chain of waters, sparkling in the summer sun, and joining on the east via Lake La Ronge, west to Churchill and Hudson Bay, and on the west by the Great Slave Lake to the Mackenzie. From an aeroplane these thousands of miles of waterways look like a vast network of freeways, the pathways of this land of adventure. At the southern boundary of the park is a height of land dividing the waters of the north from the waters of the south. On the one side the water flows to the Arctic Ocean, on the other they empty by the Great Lakes to the Atlantic.

Already in the streets of Prince Albert, it is a common sight to see youths and khaki-dressed maidens, their faces lit up with the joy of the moment, and their feet light as they skip, food, change of clothing, and the impetus of a trip into the wilderness. They are on their way to the park. Once there, the canoe is the only way of penetrating its fastnesses. A like great crystal bowls filled from rim to rim with water lilies. Off the roots of these the moose feed. Since all hunting is now forbidden in the park, the bear, moose and caribou, and the beaver, which will now up to within a few feet of the canoe. Deer, elk and bear, cinnamon and black are common in the park. The thousands of crystal streams that run into the lakes, the bear feed in the spring, taking with great swiftness of the paw perhaps a dozen fish at a time, and then they are on the shore and eating only the fattest.

The waters team with fish, the giant pickerel, the wall-eyed pike, whitefish and trout. Many of the lakes are the gathering places for the migrations of birds. Kingfisher Lake is the resort of the loons. From here go in August thousands of the oblong birds, and in October the younger ones. Clare Lake in the autumn and Peace Landing in the summer are the resort of the pelicans and cormorants. The islands of the lake form their rookeries.

FISHERMAN'S PARADISE
Since hunting has been prohibited in the park, the Indian trapper and fisherman has felt the benefit of the overflow of the game from the park. Where an Indian was fortunate to capture a moose, he may now get five or six. The Marten, the fox, silver, black and red, the lynx, the ermine and the mink are becoming more plentiful. The beaver are so numerous that the Indian guides are obliged, every few weeks, to clear out the streams and creeks, in order to keep the canoe routes open.

The park is a sanctuary of the primitive set aside in perpetuity for the pleasure of the people, but it is no less important as opening a highway to the untold riches of the north.

A French aviator has created a record by looping the loop 1,100 times without stopping and keeping it up for four hours and fifty-six minutes.

Victoria May Be Scene of 1929 Convention of Pacific Northwest Clubs

Aberdeen, Wash., Aug. 18.—Registration of delegates to the Eleventh Annual Convention of the Pacific Northwest District, Kiwanis International, will begin here to-morrow and will continue on Monday morning. The convention will be in session Monday and Tuesday, with the Governor's banquet Monday evening, followed by the Governor's dance and the district banquet and dance on the last evening. Tuesday evening, Secretaries and club officers will make use of the early hours on each morning and gather to discuss the various problems that confront the various clubs.

Roe Fulkerson, editorial writer of Kiwanis magazine, official publication of Kiwanis International, has come from Chicago to represent the parent organization. In this he will be assisted by Fred C. W. Parker of Chicago, international secretary. District Governor Alfred H. Syverson of Spokane, will preside over the convention.

George E. Erb of Lewiston, Idaho, speaking on "The Pacific Northwest Club," is to be one of the principal speakers on Monday afternoon's programme. Other speakers will be the Fulkerson, Chicago; A. E. Metcalf, Everett, Wash.; Bellingham; Warren Butler, Tacoma, and Charlie Bruce, Vancouver.

INVITED TO VICTORIA

The Tuesday morning session will be devoted to business and the selection of officers as well as selection of the 1929 convention city. Victoria and Salem, Ore. are bidding for the event. The convention will adjourn with a luncheon at the Northshore Hotel.

A reception and luncheon party for the ladies will be held at the Aberdeen Country Club on Monday, following which the ladies' golf tournament is announced. Bridge and music have also been planned as a part of the afternoon's entertainment. Tuesday will be spent at Pacific Beach, where the ladies will be joined by the men delegates at 2:30 for an afternoon of bathing, sports and refreshments.

Chemists Will Convert Air And Light Into Food

Evansville, Ill., Aug. 18.—Science peered into the future at a session of the American Chemical Society yesterday at the Northwestern University and gleamed that standing room alone will be the chief worry of the generations a million years hence.

For chemists to be able to care for the food supplies and other necessities, declared Dr. H. E. Barnard of Indianapolis, authority on food production. "There is no telling just how cheap food will be in the future," he said. "He may live differently, and he certainly will not be able to eat the same old bread and meat may have been forgotten for ages. But man's metabolic processes, by which his food is utilized by the body, will go on converting elements."

ANGLO-CAN

ST. JOHN'S, QUADRA STREET, 8 A.M. Holy Communion, 11 o'clock, Morning Prayer, 7:30 o'clock, Evening Prayer, 8 p.m. W. J. Bruce, Organist, Rev. G. J. Burnett, 7:15-7:30, Rector, Rev. F. A. Chadwick, M.A.

CHRIST CHURCH CATHEDRAL, HOLY COMMUNION, 8 A.M. AND AFTERNOON, 4 P.M. Sunday School, 10 A.M. The Rev. W. E. Hamilton, Rector, 10:15-10:30, Organist, Rev. G. J. Burnett, 10:30-10:45, Rector, Rev. F. A. Chadwick, M.A.

CHRISTIAN SCIENCE
FIRST CHURCH OF CHRIST, SCIENTIST, Chambers and Panders, Services, 11 a.m. and 7:30 p.m. Subject for Sunday, "Mind." Testimonial meeting, Wednesday, 8 p.m. Reading room and lecture library, 1121 Broadway Street, 7:30 p.m. Sunday, 2 to 4 p.m. Wednesday, 8 to 9 p.m. Visitors are welcome to the services and to the reading room.

LUTHERAN

GRACE-ENGLISH LUTHERAN CHURCH, Queen's and Blanshard Streets, Morning service, 10:30. Sunday School, 11:45. Rev. T. A. Jensen, Pastor.

MISCELLANEOUS
UNIVERSAL CHURCH OF CHRIST, 307 E. Hall, 1212 Broad Street. Study and Silence Class 3 p.m. Subject, "The Kingdom of God." Evening service, 7:30 p.m. "The Kingdom of God." "What is Salvation?" is Salvation Free? Who are the Saved? Mrs. Florence Wilton. Healing services at close.

PRESBYTERIAN
KNOX CHURCH (PRESBYTERIAN)—8:45 a.m. Sunday School, 11 a.m. church service, evening service, 7:30 p.m. Rev. T. Warren Davies, M.A.

ST. PAUL'S PRESBYTERIAN CHURCH, 8 Henry Street, Victoria West. Pastor, Rev. W. E. Hamilton, 9:45 a.m. Morning service, 11 o'clock, Evening service, 7:30 o'clock. Rev. W. E. Hamilton, D.D., will preach at both services.

SPIRITUAL

FIRST SPIRITUAL CHURCH, HARMONY, Hall, 724 Port Street. Pastor, Rev. Mrs. W. J. Bruce, 7:30 p.m. Sunday, 7:30 p.m. "The Kingdom of God." "What is Salvation?" is Salvation Free? Who are the Saved? Mrs. Florence Wilton. Healing services at close.

BAPTIST

DOUGLAS STREET BAPTIST CHURCH, Corner Douglas and Commercial Streets. Rev. W. E. Hamilton, 11 a.m. Sunday, August 19, 11 a.m. Subject, "The Kingdom of God." "What is Salvation?" is Salvation Free? Who are the Saved? Mrs. Florence Wilton. Healing services at close.

EMMANUEL BAPTIST CHURCH, REV. W. E. HAMILTON, 11 A.M. Sunday, August 19, 11 A.M. Subject, "The Kingdom of God." "What is Salvation?" is Salvation Free? Who are the Saved? Mrs. Florence Wilton. Healing services at close.

COME TO CHURCH

ST. PAUL'S PRESBYTERIAN CHURCH, 8 Henry Street, Victoria West. Pastor, Rev. W. E. Hamilton, 9:45 a.m. Morning service, 11 o'clock, Evening service, 7:30 o'clock. Rev. W. E. Hamilton, D.D., will preach at both services.

GOSPEL TABERNACLE

Preacher, 11 a.m. REV. J. F. DIMMICK, 7:30 p.m., Aug. 19
"Another Spiritual Feast—Come Early!"
CHRISTIAN AND MISSIONARY ALLIANCE
Yates Street, Next to Corner Government Street.
Pastor, REV. DANIEL WALKER, 1133 Hastings Avenue.

CHAMBER OF COMMERCE AUDITORIUM

Sunday, August 19, at 7:45 p.m.
Subject—"Will We Have Another Universal Kingdom? Will It Be Great Britain, France, Japan or the United States?"
Intensely Interesting From Start to Finish.
Don't Fail to Hear It!
MRS. GEORGE MOWAT, Soloist.
You Are Invited. Admission Free.

"EVOLUTION"

A Lecture Will Be Delivered on the Above Subject, Sunday Next D.V., 7:30 p.m., in the CHRISTIANLITHIAN HALL, 1180 Wharf Street, Corner Port Street.
Seats Free. No Collection. Come—You Are Welcome.

United Church of Canada

"That they all may be one"

First United Church

Corner Quadra Street and Belmont Road
Assistant Minister, REV. J. G. G. BOMPAS, M.A., B.D.
Minister, REV. W. G. WILSON, M.A., B.D.
11 a.m.—REV. J. G. G. BOMPAS will preach.
7:30 p.m.—REV. H. J. ARMSTRONG, D.D., will preach.
Morning: Anthem—"Rejoice in the Lord".....Elday
Evening: Anthem—"O Lord, My God".....Malan
Anthem—"The Night Now Is Falling".....Kauptman

Metropolitan United Church

Corner Pandora and Quadra
Rev. J. J. SIFFERLE, D.D., Pastor
G. A. Downard, Church Warden
8:45 a.m.—Sunday School Session
10 a.m.—Class Meetings
Rev. Robert Aylward
Anthem—"O Lord, How Manifold".....Gladys
Anthem—"To Shall We Out With Joy".....Barney
Tenor Solo—Jerusalem.....Mr. H. Nancarrow
WEDNESDAY, 7:30 P.M.—Midweek Service—Pastor in Charge
Welcome to the All

FAIRFIELD UNITED CHURCH

Corner Fairfield Road and Moss Street
Rev. HUGH WELCH, Pastor
8:45 a.m.—Sunday School and Bible Classes
11 a.m.—REV. H. J. ARMSTRONG, D.D., Will Preach
Solo, Mr. L. Abbott
7:30 p.m.—The Pastor Will Be Assisted by REV. S. T. GAINSBATH, B.A., D.D., of St. Alden's Church
Solo, Mrs. William Grant
Strangers in the Fairfield District Having No Church Home Always Receive a Cordial Welcome When They Worship With Us

CENTENNIAL UNITED CHURCH

Camp Road
A.M.—REV. S. HOWARD, D.D.
Soloist, Miss Simpson
Anthem—"The Voice in the Wilderness".....Trinity Boys
Anthem—"The Gentle Shepherd".....Adams
J. P. WESTMAN, Pastor

OAK BAY UNITED CHURCH

Corner Granite and Mitchell Streets
Minister, REV. W. A. GUY, B.A., B.D.
Services—To-morrow as Usual
Morning at 11—Preacher
REV. W. J. SIFFERLE, D.D.
Evening at 7:30—Preacher
REV. ROBERT AYLWARD, D.D.

UNITY CENTRE

11 a.m.—Speaker, MRS. GORDON GRANT. Subject—"FINDING THE CHRIST"
7:30 p.m.—MRS. A. BARNETT. Subject—"INTERPRETATION OF THE WORLD"
Sunday School, 11 a.m. Superintendent, Harold Pratt. Tuesday, 3 to 4 p.m.
Bible and English Hour, Thursday, 8 p.m.—Study Class. Office Hours: 2 to 4 p.m.
Reading Room Open 10 a.m. to 9 p.m. Noon Prosperity Service Every Day Except Saturday

NEW THOUGHT TEMPLE

335 PANDORA AVENUE
CHESLEY
Sunday, August 19—"REALIZATION"
7:30 p.m.—"LAWS OF HUMAN HARMONY"
Do not cheat yourself. Be sure to hear this marvelous instruction. Free will offering. Come, bring your friends. All welcome.

PENTECOSTAL AUDITORIUM

Reed Street (Between Johnson and Yates)
Evangelist John E. Barnes
Sunday School and Bible Class, 9:45 a.m.
11 a.m.—Subject—"PREPARATIONS FOR FAVOR"
7:30 p.m.—Subject—"THE BRAZEN SERPENT"
A Full House Is Expected. So Come Early and Get a Seat. Come, Bring Your Friends. If You Have None, Come and Find One. A WELCOME FOR ALL.

CENTRAL BAPTIST

We Preach Christ Crucified, Crowned and Coming
Services Held in A.O.F. Hall on Commercial Street, Between Douglas and Blanshard Streets. Pastor, J. H. ROWELL
Sunday School and Bible Class at 9:45 a.m.—All Welcome
Morning Worship at 11 o'clock—
"TRANSGURED BY BEHOLDING"
Evening Gospel Service at 7:30 (Preached by Guest Service at 7:15)
"SOULS IN THE AUCTION MART"
A Study in Values—A Problem in Mathematics—A Message From God
Look full in His wonderful face,
And the things of earth will grow strangely dim
In the light of His glory and grace.

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CHRISTIAN AND MISSIONARY ALLIANCE
Yates Street, Next to Corner Government Street.
Pastor, REV. DANIEL WALKER, 1133 Hastings Avenue.

CHAMBER OF COMMERCE AUDITORIUM

Sunday, August 19, at 7:45 p.m.
Subject—"Will We Have Another Universal Kingdom? Will It Be Great Britain, France, Japan or the United States?"
Intensely Interesting From Start to Finish.
Don't Fail to Hear It!
MRS. GEORGE MOWAT, Soloist.
You Are Invited. Admission Free.

GOSPEL TABERNACLE

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Arabs Firm Believers in Relation of Music and Magic

"Influences" in Music Remedies Against Disease; Sounds May Call for Either Grief, Pain or Joy

By G. J. D.

Those who read or study the history of the art of music have learned that the ancient civilization studied and included in many systematic forms in music. These chiefly were the Assyrians and Babylonians, the Arabians, the Hebrews, the Hindus, the Chinese, the Egyptians and the Greeks. While among these ancient nations the Greeks are the most important to present day methods. The Arabians, in their innate taste for mathematics, which gave them that exact mind-habit for discussing the physical bases of music, were the first that recognized two forms of the influence of music—the subjective and the objective.

ARABS CONNECTED MUSIC WITH MAGIC

Prior to Islam (Mohammedanism—about 570) the Arabs were firm believers in the intimate connection between music and magic, and in futility and reticent prognostics. They believed that music, music, acknowledged on one hand the harmony of the spheres, and on the other the theory of numbers and musical therapeutics, but it was not until the time of Islam that they began to practice in systems. In ancient Babylonian-Assyria, astrologers attributed all earthly changes to the influence of the visible heavenly bodies, with the result that the planetary system was linked with a curiously learned system. Astrological computations involved the numbers, and in its connection between number and sound music was brought into the scheme. To the Arab, the "inflections" suited admirably, for they enabled him to put side by side the principles of sound existing with musical musical dogmas and the notion of the harmony of the spheres.

BOOK OF GOVERNMENT FASCINATING

One of the earliest works that attracted the Arabs' attention was a production named the "Kitab-ul-Siyasah" (Book of Government), said to have been written by the great Greek philosopher Aristotle for Alexander the Great. In this there is some doubt, as some writers declare it highly probable it had its origin either with the Sassanians or the Byzantines. Its teaching was Pythagorean. "Everything was number," said the Pythagoreans, and by this means could cosmic order be explained. This Theory of Numbers fascinated the Arabs, for unlike their skill in mathematics and geometry, it was purely a mental science, and such they thought it to be nearer the essence of things. "The medico-musical point of view appealed to their imaginative faculties because it was magic, and music and magic had been for a long time linked together by the Arabs and the ancient Babylonians, etc.

AL-KINDI'S THREE KINDS OF COMPOSITION

The greatest scientist and philosopher of these far-off days was the Arabian Al-Kindi. He treated music not only as an art for the delight and pleasure of the people, and a science for the problems of medicine, but as a prescription for physicians to the mind and body of their patients. His system embraced almost everything within the sphere of music. Each note on a string of the lute had its relation to a mode, rhythm and sentiment. These in turn were associated with space spheres, to geographical spheres, planets, constellations, horizons, meridian, winds, seasons, months, days, hours, elements, humors, periods of life, the peculiarities of the soul and body, actions, colors, perfumes, etc. He divided all composition into three kinds: the sad, the cheerful and the medium. Rhythm played as important

a part as the melody, and displayed the same three characteristics. A most interesting feature was the custom of noting certain notes to particular times of the day.

PHILOSOPHERS STRESSED "CELESTIAL HARMONY"

In the Pythagorean philosophy of the tenth century three philosophers particularly stressed the harmony of the spheres. They believed that the cause of music in the world was that of the "celestial harmony," for they declared "As there were movements in the spheres, so there must be movements of the harmony—the notes of the one resembling the notes of the other. The Greeks and the Khwan (Brethren) also explained the celestial harmony with reference to numbers, the one with the other. They also vouched that the musico-therapeutic system was in practice in their period, lightening the pain of disease, counteracting their malignancy, and helping greatly in time of illness and sickness. But how these were put into force has not been explained musically. We have been simply told that "the temperaments of the body are of many varieties, and to every temperament a certain kind of music is necessary, and every nature is a note resembling it, and a melody befitting it." The Arabs, too, often quoted Plato on the harmony of the spheres, believing that music could be used for moral purposes, quoted Plato as saying "Verily, the musician, if he be clever in his art, moves the soul to virtue, and purifies it from baseness."

GREEK THEORIES PRACTICED

When Al-Kindi died and the sciences Al-Farabi became famous, the Pythagorean theory gave place for a time to that of Aristotle. The notion of the harmony of the spheres became discredited, and the doctrine of the Ethos and the more rational attributes to the influence of music gradually came to be accepted. At this time the theories of the Greek writers became more generally discussed and practiced. Some centuries later, after the fall of Baghdad (1068), the old comical musical systems again made their appearance. The cruder beliefs in the "influence" of music came once more to the front, while the more refined doctrine, which was neglected, the influence of the Jews, which was considerable at the time, playing no small part in the revival of the doctrine of the "secret doctrine" were acknowledged in the Talmud (Hebrew doctrines, teachings), and among the Western Arabs—those of North Africa and Al-Andalus—can be traced the old implications.

ARABS OF TO-DAY HAVE STRONG VIEWS OF OLD THEORIES

To-day even, both Western and Eastern Arabs still maintain strong views on these theories. It is not, however, everywhere that the Arabs accept this medieval doctrine. Mikhail Mushalqa (1898) says: "We may mention what the music of old has taught them. Thus, when their sounds were renewed they inevitably call up the related mental conditions, which may be grief, pain or joy."

There were more pianos made and sold in England during the last twelve months than in any year since 1913.

RACE TO FINISH BIG AIR LINERS

Great Britain and Germany Vie For Honors of First Atlantic Business

London, Aug. 18.—Great Britain has thrown her last reserves of science into the fight to wrest from Germany the honor of launching the first transatlantic air liner.

Two giants of the air, the British R-100, now being built at Howden, and the German LZ-127, nearing completion at Friedrichshafen, will make their first flights soon. The one fitted first will be recorded in history as making the first commercial flight over the Atlantic.

The Germans are now in the lead. Their Zeppelin is expected to be in the air in a week or two, whereas it will be toward the end of September before the British are ready to test the R-100. Construction difficulties, the failure of the engine, and other factors, may alter this project.

For many months in the giant sheds at Howden and Friedrichshafen hundreds of workmen have been climbing like spiders over the largest metal structures in the world. Each of the new dirigibles is bulkier than an ocean liner, and the metal skeleton is covered with cotton fabric, which has been treated with aluminum paint. Each has cost millions of dollars to construct. The R-100 is 270 feet long and 116 feet high. Both ships are about half again as large as the United States dirigible Los Angeles.

These bare figures, however, tell only the outline of the story. Imagine an airship comprising three decks, the two upper decks for the passengers, and the lower for the crew. Imagine a dining room capable of holding fifty persons, floor on which the entire passenger list can dance, promenade decks, comfortable cabins, all in an airship.

Each airship is capable of carrying a passenger list of 100 and a crew of forty, but the Germans plan to carry only twenty passengers and concentrate on mail and valuable cargo. Meanwhile in the background looms up the tremendous shape of what will be the greatest airship in the world, the R-101, which is building at Cardington, England. It will not be ready until next year, and will then be placed in use on a route to India.

R-101 embodies a number of new structural ideas, among them being the use of steel in the framework, instead of duralumin, steel being four times stronger. The R-101 will carry twenty-five tons of fuel.

Bennett Speaks In New

SPENCER HERD FAIR FEATURE

Eighteen Head of Jerseys
Winning Honors at Many Shows

The Spencer herd of pure-bred Jerseys, which showed at the Vancouver Exhibition and will also show at the Victoria Fall Fair, has been practically remade as a show herd owing to the demand for members of the original show herd of this season for a tour of the prairie fair circuit. Eight head were left with purchasers on that circuit. S. J. Bowman, in charge, and has traveled 2,500 miles with the show herd this season and still has to take in Victoria, New Westminster and Portland.

The eighteen head comprise a splendid aggregation. Prominent is the line's Noble Sultan, a two-year-old bull, making his first appearance this season. Glamorgan Aggie was grand champion female throughout the prairie circuit. Sultan's Gem is being shown for the first time at Vancouver.

Bogader, a daughter of You'll Do's Volunteer, is also in the show herd for the first time. Sybil 4th Lady's Lustre is making her first appearance this season, but has seven years to her credit. The set of sire class is very strong, by Bowlin's Kania Sultan, a son of Sultan's Gem.

ANNACIS GUERNSEY HERD
The Annacis Guernsey herd is owned by Alister Fox, Cobble Hill, who also operates a sheep farm on Annacis Island, comprises fifteen head. Crispin Wonder of the Ranch, a five-year-old sire, is herd sire. He did well last year throughout the circuit. Amelia's Royal of the Ranch, a three-year-old bull, was champion this year at Edmonton, Calgary and Saskatoon. Riverside Vidette, by Chikona Viking, is among the females. Annacis Wonder Lotus, a senior yearling, has been champion throughout the prairie circuit, and Annacis Wonder Pearl, another outstanding female, has been first wherever shown so far. At Saskatoon and Edmonton two set-of-sire classes were shown and took first and second prizes, both sires by Crispin Wonder of the Ranch.

WARFIELD AYRESHERS
The Consolidated Mining & Smelting Company, Trail, have a show herd of seventeen Ayresheres, pure-bred and graded, their Ayresheres herd on the Warfield Farm totals 350, by far the largest in Western Canada. Alec Lamond is herd sire. Macdonald's Comptor 3rd is his sire and heads the show aggregation. He is the Finlay bull who, since being acquired for Trail, has been grand champion at Calgary, Regina, Saskatoon and Edmonton this season. He headed the winning herd at Saskatoon, also.

Kate of Affairs Bank was grand champion cow at Saskatoon, and Warfield Lady Trim, a junior yearling bull, was first at Saskatoon and Regina. He is by Springburn Golden Dawn, who was grand champion at the British Columbia Provincial Fair at New Westminster for Hugh Warfield. Warfield Lady was first junior calf at Calgary. The get of Barneigh True Descent, formerly a Shannan Brothers sire, scored on the prairie circuit.

**CARBURETORS
BY STROMBERG
ARE RELIABLE**
Many of the notable airplane records made recently have been accomplished in planes equipped with Stromberg carburetors. Chief among them being the flight of the trimotored monoplane Southern Cross, which covered 7,600 miles in 33 hours 21 minutes actual flying time. The motors of the Southern Cross functioned perfectly on the plane's three long hops, from San Francisco to Hawaii, Hawaii to the Fiji Islands and Fiji to Australia.

According to word received by Howard Little of Little's garage, local Stromberg distributors, the world's flight endurance record of 32 hours 23 minutes was broken by the U.S. aviators Stinson and Haldeman in a plane equipped with Stromberg carburetors.

Other famous flights, such as those made by Lindbergh, Chamberlain, Byrd and others have been accomplished with Stromberg equipped machines. The latest Stromberg "4" spring vane carburetor is being used on the new Ford, Chevrolet, Chrysler and Pontiac, incorporating features of the Stromberg carburetor. These carburetors are now on display at Little's Garage.

**CANADA SHOULD
BOAST, HE SAYS**
Hon. Hugh M. Kennedy, Chief Justice of Irish Free State, in Vancouver

Vancouver, Aug. 18.—Contrary to the criticism expressed by a distinguished Old Country visitor to Canada last year, Chief Justice Hugh Kennedy of the Irish Free State, who is a visitor in Vancouver, is quite emphatic in his opinion that Canadians do not talk enough about their country.

"Canadians do not boast enough," he said. The Chief Justice came here from Victoria after attending a meeting of the American Bar Association. He is on his way to the meeting of the Canadian Bar Association in Regina on August 28 and will leave Vancouver Sunday night over the Canadian Pacific Railway, stopping at Lacombe and Banff.

Chief Justice Kennedy is much interested in Canada and the interviewer found himself answering questions as well as asking.

"In the Free State we look upon Canada as a sister Dominion—one of the Seven Sisters. We have given a lot of thought to Canada, you know. When the Free State joined the Commonwealth of Nations Canada was the type we looked to. Our emigration is limited, but it is as effective as any in making us to Canada."

Summer Ferns
House ferns have a hard time in summer. Put them into the shower bath about once or twice a week, with a light spray of cold water playing on them. This is as effective as outside rain in refreshing them.

"Cherish" is to be substituted for the much-discussed word "obey" in the marriage service as used in the Episcopal Church in Scotland.

Beautiful Rugs From the Orient

Visitors and others who are interested in Oriental Rugs will want to see our excellent collection. From Persia and Turkey we recently purchased direct some really fine specimens of native handicraft. These rugs from the Orient with their quaint colorings and exquisite designs, most wonderfully combine beauty and quality. They are really unusual value at the prices quoted.

Belogichistan Mats
Approximate Size 1.6x2.6
On Sale for \$7.00 Each
These Useful-sized Mats come in a remarkable assortment of designs and colors. To those who are desirous of Oriental products the price will commend itself as remarkably low for such value.
Sale price.....\$7.00

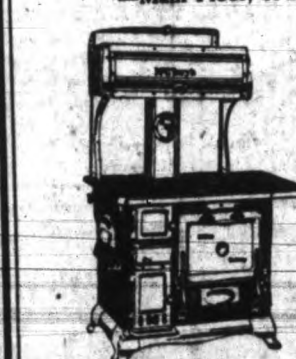
Belogichistan Rugs
Approximate Size 2.11x4.10
On Sale for \$14.95 Each
Another extraordinary purchase of these Throw Rugs in fascinating weaves and colors with the wide web borders. In soft reds and blue colorings. Sale price.....\$14.95

Extra Fine Persian Rugs
Very close backs and extra heavy pile which makes this rug very desirable for hall or throw rug.
Size 1.1x2.3. Sale price.....\$55.00
Size 4.0x6.11. Sale price.....\$95.00
Size 3.1x5.5. Sale price.....\$69.50

Hand-made Mirzapore Rugs
From India
At Prices Extraordinary
Here we are offering Mirzapore Rugs at prices which are about what you would expect to pay for an Axminster. These rugs are hand made, have a very heavy pile and are woven in one piece to avoid seams. We give below the approximate sizes in cream, blue or rose grounds—
Size 3.2x5.0. Sale price, \$29.50
Size 7.0x9.0. Sale price, \$33.50
Size 8.0x9.0. Sale price, \$37.50
Size 9.2x10.6. Sale price, \$49.00

**Genuine Hudson's Bay
"Point" Blankets**

Ideal for home, camp and trail. The blankets with a pedigree. Only genuine when bearing the Hudson's Bay Company Seal of Quality label—
8-point, 69x72 inches; 8 lb. 5 oz. 3 1/2-point, 69x81 inches; 10 lb. 4-point, 72x90 inches; 12 lb. Prices, per pair, from \$12.50 to \$18.50
—Main Floor, HBC



McClary Ranges

At Special Sale Prices

Polished Steel Top Ranges, with white enamel back and warming closet, white enamel oven door, nickel trimming and oven thermometer.

The "Regina" Range, six-hole top. Special at.....\$70.50

The "Regina" Range, four-hole top. Special at.....\$65.50

Four-hole "Kootenay" Range. Special at.....\$95.25

Six-hole "Kootenay" Range. Special at.....\$110.50

The "Garry" Range, six-hole top. Special at.....\$83.00

The "Byng" Range, five-hole top. Special at.....\$88.50

Waterfront for these ranges, extra at.....\$7.00

10% Cash, Balance in 12 Monthly Payments.

—Lower Main Floor, HBC

**NEW HIGHWAY
AIDS ISLAND**

Activity Around Port Hardy Follows Opening of Road to West Coast

Following the completion of the new road which connects the east and west coasts of northern Vancouver Island, there has developed considerable activity in the immediate vicinity of Port Hardy.

Although dating only from the construction of the Government wharf

three years ago, the townsite of Port Hardy has been making rapid progress and this year several new structures have been erected. With four passenger boats to and from Vancouver, the bulk of the passenger and freight traffic from the north end of the island passes through Port Hardy, which is within sixteen hours' journey from Vancouver.

The recent activity in the Coast Copper Mines has encouraged the development of other mineral claims in the neighborhood and in addition to mining activities the increased development of fisheries and the lumber industry have contributed to the growth of the new settlement.

TOWN ACTIVE
There are now two hotels and four general stores in the townsite, a cold

August Home Furnishing Sale

Buy Furniture now at lower than usual prices. During the period of the sale we are offering specially attractive terms.

10% Cash
Balance in twelve monthly payments.

Fibre Furniture in the Modern Home

Fibre Furniture has a very definite place in the modern home, particularly in the sunroom, the breakfast and the boy's or girl's room. It seems, somehow to be so much in keeping with pretty flower adorned bungalows, sunny rooms opening on to airy verandas and all the pleasant, happy and healthful ideas that can be demonstrated in the well planned though unpretentious home. Try to visualize the pretty colorings listed below or, better still, come and see for yourself.

Three-piece Fibre Suites at \$49.50
Settee, armchair and arm-rocket in fine woven fibre. Antique brown finish with rounded backs and upholstered seats. Covered in cretonne. Sale price.....\$49.50
Or \$4.95 down, balance in twelve monthly payments.

Three-piece Fibre Suites at \$59.50
Settee, chair and rocker in blue trimmed with gilt. Spring seats covered in dark colored cretonne. Sale price, complete.....\$59.50

Three-piece Fibre Suites at \$69.00
Settee and two armchairs of fine woven fibre in colors of blue and gold, shaded buff and black trimmed with red. Upholstered seats in stripe cretonne to match. Sale price.....\$69.00
Or \$6.90 down, balance in twelve monthly payments.

Three-piece Fibre Suites at \$115.00
Suites of very large size in antique buff finish with spring seat construction and loose spring cushions covered in attractive cretonne. Price, complete.....\$115.00
Or \$11.50 down, balance in twelve monthly payments.

Fibre Chairs
Of small size but extra strongly made with spring seat construction and cretonne covered cushions. Price, each.....\$13.50

Large Fibre Chairs
With rounded backs and new shaped arms. In shaded brown color with spring cushioned seats. Sale price, each.....\$26.50
—Fourth Floor, HBC

Two Sale Values in Draperies

50-inch Satin Stripe Poplins

On Sale at 12c a Yard
Fast-color Stripe Poplin for side hangings. The satin stripe effect in the cloth gives it a very rich and attractive appearance. Shown in all the most popular shades: width 50 inches.
Sale price, per yard.....75c

Dainty Colored Dot Curtains
Valued at \$3.95 for \$2.35 Pair

Better Quality Fine Marquise Curtains with colored dot or coin spot and with colored ruffle and tie-backs to match. Shown in blue, gold or rose; 2 1/2 yards long for longer windows. Sale price, per pair.....\$2.35

Price, per yard.....35c
—Main Floor, HBC

4 1/2-inch Satin Ribbon at 35c a Yard

A high-grade Swiss imported ribbon of rich, lustrous finish. Popular for sashes, hair bows, cushion frills and many other uses. Colors are pink, mauve, rose, sage, sky, purple, scarlet, almond, navy, fawn, blue, grey, coral, peach, henna, brown, Kingfisher, blue and maize; also black and white.

Price, per yard.....35c
—Main Floor, HBC

Popular Hosiery
At Popular Prices

Women's Art Silk and Lisle Novelty Hose at \$1.25 a Pair

Stunning new hosiery in lace diamond effects, in two-tone color combinations. This is one of Morley's famous lines, and will give entire satisfaction in fit and wear. Shades include sunburst, silver and beige; sizes 8 1/2 to 10. Price, per pair.....\$1.25

Morley's Flannel Silk and Wool Hose at \$2.00 a Pair

Popular for cooler days. Excellent fitting and fully dependable in wear. Will not ladder. Colors are fawn, gunmetal, coating and French nude; sizes 8 1/2 to 10. Price, per pair.....\$2.00

Corticeil Silk Hosiery at \$1.55 a Pair

We are glad to announce a new shipment of this favorite silk hosiery. Full fashioned and with all the good features pertaining to high-grade hosiery. Colors are fawn, gunmetal, nude, sunburst, silver and beige; sizes 8 1/2 to 10. Price, per pair.....\$1.55

—Main Floor, HBC

Hudson's Bay Company

INCORPORATED 2ND MAY 1670.

Calgary, Lethbridge, Nelson, Vernon, Kamloops and Vancouver Other Stores at Winnipeg, Yorkton, Saskatoon, Edmonton.

An Early Showing of New Fall Coats

Good to Look at and Good to Wear

A distinctive collection of Softly-textured Coats in the rich new tones for Fall. The fabrics featured are suede cloth, broadcloth, duvetyn and velours. Semi-flare and straight-line models with set-in sleeves or saddle shoulders and shawl Paquin or mushroom collars. Handsome trimmings of fine furs. New colors are copper, Autumn and dead-leaf browns, marine and modern blue, beige, sand and wine tones. Prices from



First Hats for Fall

Strike a Flattering Note

Close-to-the-head is the way of Fall Hats with interest in irregular brims. The line from forehead to cheek, showing a good bit of forehead, is particularly pleasing. There is a becoming chic about the way in which the brims are treated. Choose according to your type, for there is almost infinite variety.

Felt, velvet and soft velours in claret, chocolate, beige, maroon, green and many other shades. Prices at \$5.25 \$7.95 and \$10.50

—Second Floor, HBC



Popular Hosiery

At Popular Prices

Women's Art Silk and Lisle Novelty Hose at \$1.25 a Pair

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—Main Floor, HBC

4 1/2-inch Satin Ribbon at 35c a Yard

A high-grade Swiss imported ribbon of rich, lustrous finish. Popular for sashes, hair bows, cushion frills and many other uses. Colors are pink, mauve, rose, sage, sky, purple, scarlet, almond, navy, fawn, blue, grey, coral, peach, henna, brown, Kingfisher, blue and maize; also black and white.

Price, per yard.....35c
—Main Floor, HBC

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—Main Floor, HBC

29.50 to 59.50

Travel Coats With Fur Collars

Excellent Coats for all-around wear. Smart for town or country and with splendid-wearing qualities. Various smart belted models with large pockets and mushroom collars of dyed opossum in new strip tweed combining many beautiful Autumn colors. Richly lined with crepe de Chine. Price,

35.00

—Second Floor, HBC

Jaeger Wool and Silk and Wool Pullovers

When you invest in a Jaeger garment you know you have a long period of satisfactory wear ahead of you. Jaeger always stood for hygienic warmth without weight. Up-to-date Jaeger garments express beauty as well. These pullovers are in plain weave with polo collar and two set-in pockets. They are shown in shades of Saxe, apple green, peach and rose. Price, each

\$7.50

—Second Floor, HBC

New Wool Scarves Attractively Priced

Special Offering of Cashmere Scarves at \$1.49 to \$5.00

Finest Scotch manufacture in stripes, checks and plaids. In popular widths and lengths and finished with fringed ends. These are ideal for gift purposes. Special at.....\$1.49

Jaeger Pure Wool Scarves at \$3.00

Charming scarves in pleasing basket-weave effects. Shown in shades of silver, almond and helio; with fringed ends. Size 12x32 inches. Price, each.....\$5.00

New Jaeger Brushed Wool Scarves at \$2.50 to \$5.00

Camel hair and wool scarves in natural shades; soft, cozy and smart for sports and holiday wear. Prices, \$2.25 to.....\$5.00

Jaeger Cashmere Scarves at \$2.00 and \$2.50

The latest innovation in fancy multi-colored scarves in smart color tones and finished with fringed ends, size 12x32 inches. Price, each, \$2.00 and.....\$2.50

—Main Floor, HBC

August Sale of HBC Furs

1928-29 Season Styles Now Selling at Special Sale Prices

Visitors as well as others will welcome this opportunity to purchase the world-famous furs of Hudson's Bay Company at reduced prices. We are showing the newest styles for Fall in all popular furs. A small deposit will hold any garment until delivery is required.

Fine Quality French Seal Coats, with self collar and cuffs. Sale price.....\$115.00

French Seal Coats, with skunk (Alaska cable) collar and cuffs. Sale price.....\$135.00

and.....\$165.00

Natural Muskrat Coats. Sale price.....\$197.50

Hudson Seal Coats. Sale price, each.....\$315.00

Brown Squirrel Coats. Sale price.....\$425.00

Mink Marmot Coats. Sale price, each.....\$235.00

—Second Floor, HBC

A Bargain in Fur Neckpieces

Just received another lot of Cocoa Brown Fox Scarves, to sell at the special low price of, each.....\$29.50

—Second Floor, HBC

Sunday Band Concert

The Canadian Scottish Band, under the baton of Bandmaster Miller, will render their semi-final concert tomorrow afternoon in Beacon Hill Park, commencing at 3 p.m.

As the concert for the season is drawing to a close this programme is comprised mainly of request numbers. The requests are so numerous that it is impossible to include them all in the one concert so that the bandmaster has selected the most popular numbers asked for. The numbers chosen from among the requests are: "Under Freedom's Banner," a march by Rossini; "A Musical Switch," a humorous arrangement by Alfred; "Misty Dear," a beautiful waltz by De Biondi; and the overture "Orpheus" by Offenbach.

"Iolanthe," a selection by Sullivan; "The Land of Dreams," by Driffield; "Savonic Rhapsody," by Freemann and the ever popular Oriental fantasia by Ketylby, "In a Chinese Temple Garden."

The final concert by the Canadian Scottish band will be held in Beacon Hill Park next Sunday, August 26.

TRAIN DERAILLED

The Pas, Aug. 18.—An engine hauling a tender and two cars on the Hudson Bay Railway at Mile 337 was derailed yesterday and the train is now lying on its side in the muskeg. Fireman Fred McGregor suffered a fracture of one leg and Engineer M. Snow was badly shaken up.

CABINET CALL STARTS RUMORS AMONG FRENCH

Paris, Aug. 18.—A call for the French Cabinet to meet here August 23 started a wave of rumors in governmental and press circles to-day. Members of the Ministry, however, said the meeting was only for the purpose of going over arrangements for the signing of the Kellogg war renunciation pact. That ceremony is to be held here August 27.

AIDE-DE-CAMP RESIGNS

London, Aug. 18.—The London Gazette announced yesterday that Lieut.

Viscount Harding had relinquished his appointment as aide-de-camp to the Governor-General of Canada on August 18. Viscount Harding is to be married in Ottawa shortly to Miss Margaret Fleming of Ottawa.

CONVENTION POSTPONED

Edmonton, Aug. 18.—Major-General W. A. Griesbach, C.B., C.M.G., D.S.O., Dominion president of the Army and Navy Veterans in Canada, announced yesterday that the convention of the Army and Navy Veterans, which was to have been held at Quebec September 25 to 29, had been postponed until next year. Senator Griesbach stated the cause of the postponement was lack of important business to bring the delegates from all over Canada to the city of Quebec.

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CHIROPRACTORS
E. HALLOR, CHIROPRACTOR, PHYSIOLOGIST, 214 Central Bldg. Phone 1115. Res. 461.

H. H. LIVESY, D.O., S.P.C. CHIROPRACTOR, Specialist, 312-3 Pemberton Building. Phone 4261. Consultation and spinal adjustment free.

DENTISTS
DR. W. J. FRASER, 201-2 STORANT Block. Phone 4204. Office 9.30 to 6 p.m.

MATERNITY HOSPITAL
BEACHCROFT NURSING HOME, 1234 B. Belmont. Mrs. E. Johnson. Phone 3272.

OSTEOPATHIC PHYSICIANS
DR. V. B. TAYLOR, GENERAL PRACTICE, Special attention to finger and thumb of the eye, ear, nose and throat. 404 Pemberton Building. Phone 2864.

OSTEOPATHY
B. J. BERNARD, D.O.S.M. LATEST Swedish and American methods. 216 Pemberton Block. Phone 2494.

PHYSICIANS
DAVID M. ANGUS, M.D. Women's Disorders, Allments. 502 Pantages Bldg. Seattle

CANADIAN PACIFIC RAILWAY COMPANY
Tenders will be received by the undersigned until twelve o'clock (noon) Monday, August 20, for all work in connection with the construction of bridge foundations at the crossing of the Saskatchewan River at Nipawin in the Province of Saskatchewan.

Plans, specifications and form of tender may be obtained at the following offices: District Engineer, Moose Jaw, Sask.; District Engineer, Calgary, Alta.; District Engineer, Vancouver, B.C.; and Engineer of Construction, Winnipeg.

The lowest or any tender not necessarily accepted.
T. C. MACNAB
Engineer of Construction, Winnipeg.

NOTICE
TAKE NOTICE that a meeting of the members of the LILLOOET BLACKBIRD SYNDICATE will be held in the board room of the Belmont Building, Victoria, B.C., on MONDAY, September 17, 1928, at the hour of 2.30 o'clock in the afternoon.

Business to be Transacted
1. Consideration of the winding-up of the affairs of the Syndicate, the purchase of the Blackbird Mineral Claim by the holders of the option having been completed.

2. Consideration as to who are entitled to participate in the proceeds of the sale of the property of the Syndicate.
All persons claiming to be members of the Syndicate are requested to bring with them their share certificates or produce satisfactory evidence that they are entitled to participate as members of the Syndicate.
A. J. O'REILLY, Trustee.

WILL INTERVIEW
PICTURE CANDIDATES
Capt. A. S. Jervis, M.D. (Baron Sealist) will appear in person at the Playhouse Theatre on Aug. 27 until Sept. 1. Capt. Jervis will interview on the stage candidates for his pictures to be made here in Victoria, B.C., and select a few principals. He will improve small scenes showing the necessary registrations for the camera, and finally he will give a recital of the

A REAL BARGAIN
IN
NORTH QUADRA DISTRICT, SAANICH
MODERN DWELLING OF FIVE ROOMS, two bedrooms, two fireplaces (granite and pressed brick) cement basement, two level lots, each 32x120, tennis lawn and shrubbery. Owner leaving city and has reduced price from \$4,500 to only

\$3,500
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EXCHANGE
LOVELY FARM OF TEN ACRES, CLOVER to city, overlooking the water. Good house, all modern conveniences; electric light, phone, good barns. FOR CITY property showing income. Listing No. F182.

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1100 Government St. Phone 245-345

TO-DAY'S
BEST BUNGALOW
UY

Six Rooms—Furnace
All Conveniences
Close to Car Lane in Good Locality
Price Cut to
\$2,250
SWINERTON & MUSGRAVE LIMITED
540 Fort Street Exclusive Agents

BUILDING SITE
HOLLYWOOD DISTRICT, NEAR SCHOOL, car and beach. 50x120.
Taxes 124.75
PRICE \$275
BROWN BROS. & ALLAN LIMITED
Phone 6783 711 Fort Street

NEW
OAK BAY
STUCCO BUNGALOW
BRAND NEW STUCCO BUNGALOW, TWO nice bedrooms, living-room, hardwood floors, kitchen and bath, many built-in conveniences, basement, furnace. Owner MUST SACRIFICE LEAVING CITY. THIS IS A CIFT AND NO REASONABLE OFFER WILL BE REFUSED.

VICTORIA REALTY & BUILDING LIMITED
616 View Street Phone 3036
"RELIABLE REALTORS"

DRAW VERDICT
GIVEN IN MAIN
BOXING EVENT
(Continued from page 2)

on clean living, and also displayed his well-known police dog "Barrie," a celebrated stunner.

WENT AFTER HIS MAN
Lewis, in the main event, went into his man right at the opening gong, trying for a knockout. Martin, who throughout the fight was superior in the infighting and was able to tie the Lewis with comparative ease, went into a series of clinches. After he had not his bearings he fought back, and the exchange became very exciting.

The first round was Lewis's by a shade. The second round saw Lewis connecting with his right swings to the head and jaw. These one-two punches piled up the points for him, and soon Martin went down, though no count was called. The Vancouver boy saved himself by clinching, but he was groggy at the bell.

Lewis's aggressiveness in this and the next round was counteracted by Martin's superb defence and by his ability to tie Lewis up. Even so, Lewis seemed to be slowly wearing his opponent down. In the fourth round Lewis threw away his chance by being over-anxious. Martin, seemingly weakening and bleeding badly from the nose, fought gamely till the final bell. The decision seemed unpoplar.

DECISION FOR KERRY
In the semi-windup Tim Keist proved himself to be a better boxer and as good a slugger as the redoubtable Danny Pastore, and he well earned his victory.

Some of the best hitting of the night was done by fifteen-year-old Jumbo Davies, who, with his effective right-hand, sent his opponent, Mike Kennedy, down for counts of five and nine in the second round, and won the decision.

Albie Davies won the decision from Dave Carter, of Vancouver. Davies, the better boxer, won after taking a good deal of punishment.

GOLF LINKS ARE PLACE
TO SOLVE ALL TROUBLES
(Continued from page 2)

Compton, famous English golf professional and Aubrey Boomer, the noted French golf ace, came into the room there was quite a demonstration. The pros were besieged by the veterans who wanted their programmes autographed.

ONE LONG TALK
J. A. Bayward, president of the association, presided. The speech-making was limited in order that the fun and fellowship might be enjoyed to the full. There was only one toast which called for lengthy speeches and that was to "Our Seniors Association." J. A. Kerr, of Portland, proposed the toast and W. M. McNeill of Vancouver, responded.

After a fine address by Mr. Kerr in which he touched upon the international unity and fellowship between Canada and the United States he concluded: "It is not too much to expect that this association may, possibly, probably, win the peace of the world, rather than its battles."

For some time Mr. McNeill remarked that "the association by itself, through itself and in itself can do more than any other force to aid in preserving the peace of the world. Nations should not war against each other, but should take themselves to the Oak Bay golf links and settle their differences on an equality of scoring."

QUITE A SPEAKER
Archie Compton had no sooner been greeted than he was called upon to speak, and he surprised everyone by knowing how to handle words just as

ELONG BUYS A
SIX-ROOM COTTAGE
THIS COTTAGE IS IN THE JAMES BAY district, is of six rooms and is on a lovely lot 60x120 and with two street frontages. Within easy walking distance of city. Close to sea, park and school car. Price on terms \$1000

ANOTHER JAMES
BAY HOME FOR \$1,600
SITUATED ON SOUTH TURNER STREET is a six-room newly painted dwelling with fruit trees, cement sidewalks, etc. Price for immediate sale \$1600

BUILDING LOTS
A BEAUTIFULLY-TREED LOT ON LORNE Terrace. Some rock and commanding a fine view of nearby waters. Size 33x121. Price on terms \$700

ON A ROAD VIA OFFER ONE OF the few remaining lots on this very pleasant district. Size 33x121. Price and terms only \$315

B.C. LAND & INVESTMENT AGENCY
LIMITED
522 Government Street Phone 125

A BARGAIN IN GOOD ACREAGE
5.18 ACRES GOOD LAND CAN BE cleared at a shade under \$1000. Property situated on A1 road, overlooking sea, only few minutes' walk from beach. Very fertile, good place available. Remarkably good site for home or small farm. Owner will divide in suit purchaser.

Prices—Whole, \$750; half, \$400; one-third, \$300.
ALFRED CARMICHAEL & CO.
1210 Broad Street Realtors

well as he does his golf clubs. He told some stories, and then added that "As the Irish say, 'You're alright if you keep out of the churchyard,' so may you all live a thousand years."

Aubrey Boomer told of the wonderful experience of travelling across Canada and commented upon the charming hospitality tendered them everywhere.

L. G. Pattullo of Seattle, who could not hide his Scottish brogue, arose to tell the seniors that he had learned the secret of success in golf.

"When I was in England a few years ago I saw Jim Barnes win the British Open, and he wore long pants," said Mr. Pattullo. "Then I saw Archie Compton win the Glasgow Herald competition, and he wore long pants. From now on I'm going to wear long pants when I'm golfing, and I think a lot of you other fellows ought to cut out your fancy regalia and wear the long ones."

It seemed to be general support of the fact that Mr. Pattullo ought to try something to improve his golf.

PRESENT PRIZES
Prizes won in the tournament were presented by Mr. Bayward. J. E. Wilton, champion, winner of the grand championship, was given a big ovation when he went to collect his silverware. He announced that in his case persistence and perseverance had prevailed in the end, as he had been in the finals for four years before he had won.

The prize for runner-up in the grand championship was won by Mr. Bayward, vice-president.

C. C. Worfield of New Westminster was surprised when called to the front. He was presented with a flash for making a hole-in-one, the first made in a seniors' tournament.

J. R. Gilmer, with his Scottish songs, Dr. A. Henderson, with his annual rendition of "Alouette" and James Hunter with a cheery song aided in the entertainment.

TIDMARSH WINS
AND SAVES U.S.
FROM DEFEAT
(Continued from page 2)

E. L. Howard and Judge Gilliam O. Judge Gallier and Capt. W. Tapley 1. Elmer E. Todd and A. J. Fiske 0, C. P. Todd and F. W. Jones 1.

L. G. Pattullo and W. G. Merryweather 0, Perry Criddle and C. B. McNeill 1.

J. F. Lyon and W. L. Bilger 0, F. J. Fulton and Gen. N. Money 1.

C. F. Herald and G. R. Carter 1/2, W. McNeill and F. W. Jones 1/2.

E. Shorrocks and W. J. Ball 1/2, Judge Lampman and A. S. Robertson 1/2.

W. McNeill and N. Lyon 0, Dr. Garreth and E. C. Benker 1.

C. H. McCoy and E. Enloe 0, W. H. Hogg and J. M. Lay 1.

I. L. Hyland and A. W. Laird 1, A. McC. Greery and J. Blake 0.

THE WINNERS
Results of the various flights were as follows:
Grand championship—Final: J. F. Wilton defeated J. A. Bayward, 4 and 3.

First flight—Final: Judge H. B. Eigs defeated L. A. Lewis, 3 and 2.

Class "A"—Final: J. R. Waghorn defeated A. C. Funderell, 4 and 4.

Class "B"—Final: F. Nation defeated W. Barker, 2 up.

Class "C"—Final: J. H. Bloedel defeated H. H. McDougall at the nineteenth.

Class "D"—Final: R. Musgrave defeated Elmer E. Todd, 3 and 2.

Second flight—Final: C. J. Northrup defeated Perry Criddle, 2 up.

Third flight—Final: L. H. Hardie defeated C. H. McCoy, 3 and 2.

Fourth flight—Final: W. G. Merryweather defeated F. P. Johnson, 6 and 3.

YES—LET THESE FELLOWS GO THRU. THEY'RE OLD HEADS AT THIS GAME.

HAH! DE BOOL FOM DE—I MANE DE BUSS FOM, DE SHUP—HEES TACKINGS HUP DE GULOFF!

HOW YOU LAK DEES GAM, HAH? HEES PUTTY GOOT HAXACISE HAFTER VOIKING DE SHUP ULL DAY—HAH?

HA-HA—THERE'S A CASE FOR YOU. TIT BULL TROT, FOR YEARS GOLF WAS TOO HIGH BROW FOR HIM. AN' NOW WHEN HE DECIDES HES HIGH BROW ENOUGH FOR IT—HE FINDS A LOT OF HELPERS IN TH' SHOP HAVE BEEN HIGH BROWS FOR YEARS.

LIKE ME—I QUIT CHENIN GUM BECAUSE IT WAS TOO FEMININE. THEN I QUIT SMOKIN CIGARETS—ITS TOO GIRLISH—AND NOW I'M WONDERIN' HOW LONG IT'LL BE CHENIN T' BACCO WITHOUT BEIN' FEMININE.

THE DUB.

weather defeated R. F. Prael, 3 and 2.

Fifth flight—Final: W. L. Bilger defeated E. Cookingham, 2 and 1.

Sixth flight—Final: E. S. Shorrocks defeated W. E. Tapley, 3 and 2.

Seventh flight—Final: Dr. Garreth defeated J. M. Lay, 3 and 2.

Eighth flight—Final: J. B. Giffen defeated J. O. Cameron, 2 up.

Ninth flight—Final: B. F. Ivy defeated R. J. A. O'Reilly, 2 and 1.

Tenth flight—Final: N. W. Parker defeated George A. Todd, 3 and 2.

Eleventh flight—Final: A. J. Fiske defeated Burr W. Lyon, 2 and 1.

Twelfth flight—Final: Frank E. Hart defeated A. Connanson, 2 and 1.

Thirteenth flight—Final: E. C. Blanchard defeated A. A. Robertson, 5 and 4.

Fourteenth flight—Final: K. E. Beasley defeated F. P. Johnson, 6 and 3.

Donaldson Moves
And Local's Lose
A Fine Sculler

Vancouver, Aug. 18.—The Vancouver Rowing Club's complement of stellar oarsmen has been increased by the addition of Clyde Donaldson, Victoria J.R.A.A. sculling star. Donaldson has just taken up residence in Vancouver, and has already turned out for training at the local club. He is one of the strongest and most promising scullers ever turned out by the Victoria club, and should prove a valuable acquisition to the V.R.C. He represented the J.R.A.A. at the N.P.A. regatta in Portland last month, making an excellent showing.

Young People Hold
World Peace Parley

Berke, Holland, Aug. 18.—Youthful advocates of peace from all over the world are attending here the first World Youth Peace Congress ever held, which started yesterday. International organizations represented are the World Student Christian Federation, International Student Service, World Alliance of Y.M.C.A., Y.W.C.A., International Union of League of Nations, Federation of Boy Scouts, Jewish World Organization, Socialist Youth International and the Communist Youth International.

The congress is unique in the fact that the young men and women organized it themselves.

NEWSPRINT PRODUCTION
Newspaper paper has formed over eighty per cent of the total production of Canadian paper-mills since 1917. In 1926 it was 83.4 per cent.

ADMIRAL PRESENTS CITY OF VICTORIA CUP TO DURBAN TEAM

POOR DAD
By CLAUDE CALLAN

AUNT HET
By ROBERT GUILLEN

"It makes Ma furious for the children to talk to me like she does. She says she can't stand for a child to be disrespectful."

"I wish Cousin Ben would let his mustache grow out again or else get him an upper plate that wouldn't come loose when he laughs."

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Above is shown Vice-Admiral Sir Cyril Putter presenting the City of Victoria Cup to the captain of the Durban soccer team, victors in the game played at the Royal Athletic Park on Thursday evening, with a team from H.N.S. Despatch. Alderman James Adam and Capt. G. L. Coleridge of the Durban, are seen, Alderman Adam on the left and Capt. Coleridge on the right of Vice-Admiral Putter, who is the center figure.

OUT OUR WAY



THE DUB.

POLICE SEEKING
DEATH SOLUTION
Charred Body of Woman Not That of Missing Illinois Gangster's Sweetheart

Chicago, Aug. 18.—Authorities faced an enigma to-day in their efforts to unravel a crime, and the identity of the young woman whose charred body was found on a highway near Crown Point, Ind., on Thursday.

While at first thought to be Adeline Zaccardo, missing sweetheart of a bank robber slain following a holdup Monday, the woman's identity remains uncertain, police and county officials having abandoned the theory that other members of the bank robber gang might have slain Miss Zaccardo to prevent police from questioning her regarding the robbery.

The post mortem examination revealed the woman had never given birth to a child, while the missing girl is the mother of two children.

Miss Ella Conn is spending a few days in Vancouver and is expected to return on Thursday.

Mr. R. C. Lang is spending a short vacation visiting the coast cities.

Miss Jessie Smith of Nanaimo is spending two weeks with Mrs. William Merrifield.

Miss Florence Kane of Vancouver is visiting Mrs. Jennings at Royston.

Mrs. Edmonds and Master Peter Edmonds are in Vancouver for the Provincial Exhibition.

Mr. C. Bennett of Prince Rupert is visiting Mr. and Mrs. William Merryfield.

Mr. H. Keeler, it is understood, acting for the Canadian Collieries, has purchased the home of Mr. D. R. MacDonald, Mr. and Mrs. MacDonald will take up their residence in Courtenay.

Mr. James Murray of Cumberland was one of the winners at the Kennel Show held in Nanaimo over the week end. Mr. Murray got first for his wire-haired terrier bitch "Peggy" in the open bitch class and second place in the open sweepstake for all entries.

Dean Quinton's cricket team won seventy for five wickets to Cumberland's seventy-seven for two innings. The visiting team played only one inning.

ROCKY MOUNTAINS PARK
Rocky Mountains National Park, with headquarters at Banff, Alberta, is the oldest and second largest of our national parks. It has an area of 2,751 square miles and contains some of the finest recreational and scenic regions in the world.

ELCHARISTIC CONGRESS
Sydney, N.S.W., Aug. 18.—The permanent committee of the Elcharistic Congress and delegates arrived here today. Count d'Yanville, secretary of the committee, immediately went to a hospital for a minor operation.

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A Vacation Reminder

To Times Subscribers!

When leaving the city for your Summer vacation, do not fail to notify the Circulation Department of your change of address. There is no need to miss an issue of The Victoria Daily Times, which is delivered by carrier to all Summer resorts on the Island. If it is not convenient to phone your change of address, kindly fill in coupon and mail to the Circulation Department.

Name

City Address

Vacation Address

Date of Change

Give Full
Vacation
Address
Directions
Phone 3345

ESTABLISHED 1885

WEAR ENNA-JETTICK HEALTH SHOES

AND SAVE FATIGUE—\$6.85 and \$7.85

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CANADA'S MOST BEAUTIFUL PIANO

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Davis & King Ltd.

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Pain in instep, ball, heel, swollen ankle, or any foot deformity lowers efficiency. We can help you.

B.C. FOOT HOSPITAL

Phone 251 Free Examination Stuart Bldg., 743 Yates St.

Boats

Bargains in canoes, launches, skiffs, tents, camping equipment, etc., that will afford real summer delight, are listed at attractive prices and on terms. See The Times Sale Miscellaneous classification in the Want Ad section below to-night and every night.

Phone 1090

AUGUST FURNITURE SALE

Standard Furniture

719 KATES STREET

CORNS

and Callouses all removed by "Mozco," the wonder remedy. See a jar. Money back if not removed.

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And All Diseases of Men

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Phone Doug. 3394 Advice from Health Herbs Dispensary Limited

1338 Davie, Vancouver, B.C.

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PACIFIC TRANSFER CO.

Phones 248-249

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NEWS IN BRIEF

George Smith of 1483 Edgewood Road has asked The Times to state that he is not the man of the same name who faces a charge of burning his automobile with intent to defraud.

G. W. Maule of Edmonton, facing four separate charges of obtaining money by false pretences was remanded until Tuesday when he appeared in city police court this morning.

Final figures on the provincial election in Alberta were received here today. They give L. A. Hanna, Liberal, 1,137 votes. P. Rushon, Conservative, 968 and T. A. Barnard, Independent Labor, 250.

Richard Henderson yesterday took out a city building permit for construction of a six-room frame stucco bungalow at 255 Irving Road. P. L. James is the architect and G. F. Low is the contractor.

An address in which details will be given of a theft scheme known as "Quarterly Dividends and House Purchases," with headquarters in England, will be given to-day at 8 p.m. in the Orange Hall, Courtney Street.

An experimental shipment of blueberries have been shipped to Victoria by Canadian Pacific express from Portage Junction, Ont. The berries, shipped August 6 and delivered August 10, were in excellent condition when they arrived.

Under the auspices of the Equimait Women's Institute an enjoyable card party was held at the Parish Hall on Thursday night, the winners being: Mrs. Kelly, Mrs. Bradley and Mrs. Casner; Messrs D. Metters, B. Jackson and G. Hansen.

Members of the Victoria Chamber of Commerce have been invited to join with Vancouver Board of Trade members who have chartered the S. Princess Alice for a trip around Vancouver Island with a stop at Port Alberni. They will reach Alberni Thursday, August 30.

John Hooper, president of the Canadian and American Tourists' Association of Los Angeles, was a visitor in Victoria yesterday and called at the offices of the Victoria and Island Publicity Bureau. Mr. Hooper has just returned from Alaska, with a party consisting of Judge Ray Beale, Rev. T. Carpenter, Dr. A. C. Morrow, Dr. W. Harper and other members of the association. They are on their way to Seattle for a conference.

Word has been received by the secretary of Post No. 1 Native Sons of British Columbia to the effect that the Sir George Simpson Centennial celebration, commemorating the arrival at Fort St. James in 1828 of Sir George Simpson, Governor of the Hudson's Bay Company, will be held on September 17 at Fort St. James. This celebration is being sponsored by the Hudson's Bay Company with the assistance of local committees from Fort St. James and Vanderhoof. As this event is of interest to the Province at large, a number of prominent people from the Coast are expected to visit this thriving district at this date and take part in the celebration.

The Victoria and District Racing Pigeon Club held their final race of the season, an airline of 196 miles, "Wash," an airline of 196 miles. The winning bird, "Jake," owned by J. Bowcott, covered the distance in 5 hours 52 minutes and 5 seconds. Other times follow: Second, Dr. Kelley's Gene, 7 hours 53 minutes and 4 seconds; third, R. Dickinson's Pandora, 7 hours 53 minutes and 52 seconds; fourth, J. Denon's Dempsey, 7 hours 53 minutes and 54 seconds; fifth, S. Knott's Highland, 7 hours 53 minutes and 56 seconds; sixth, J. Grimston's High Horse, 7 hours 56 minutes and 10 seconds; seventh, Stewart & Son's Co-coo, 8 hours and 16 seconds; eighth, J. Bowcott's Jake, 8 hours and 16 minutes; ninth, the nominated pool, J. Denon is winner of the Scott & Peden's Gold Medal for the young bird average. R. Dickinson is runner-up, winning the club president's special.

BEATTY WASHER STORE

713 Commercial Street Phone 8417

Special Offer On G.E. Refrigerators

18 Months to Pay Buy Yours To-day

Murphy Electric Co.

722 Yates Street Phone 170

OBITUARY

Funeral service was conducted yesterday afternoon at the Sands Funeral Chapel for Mrs. Minnie Adeline Bell. Relatives and many friends were in attendance, and the floral tributes were many and beautiful. Rev. Canon Stocken officiated, and the hymns sung were "Peace, Perfect Peace" and "Abide With Me." The remains were forwarded to Vancouver on the night boat, and a short service was conducted this morning at 11 o'clock at Center & Hanna's Funeral Chapel, and burial made in the family plot, Mountain View Cemetery.

The death took place last evening at the Royal Jubilee Hospital, Mrs. Ida Bowcott, wife of William Bowcott.

TURN TO THE RIGHT

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I DIDN'T REALIZE I COULD ENJOY MYSELF SO MUCH

FAMILY BUDGET

H.A. DAVIE LTD.

800 Yates Street Phone 6906

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PACIFIC TRANSFER CO.

Phones 248-249

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And All Diseases of Men

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PERMIT DENIED SMITH TAKES RIDING STABLE BRINGS APPEAL

E. A. Scott to Ask Zoning Board to Validate Establishment Behind Convent

Edward A. Scott, promoter of a riding stable at Beacon Hill Park, at the rear of St. Ann's Convent, this morning formally notified the City Council of his intention to appeal to the Zoning Board of Appeal against refusal of Building Inspector James Bart to grant a building permit for the proposed stable.

Mr. Scott states that he has made large investments in horses and equipment required for a modern riding stable, that strict application of the limitations of the zoning by-law should not apply as the location refused approval is the only site available at reasonable cost, and that the property was purchased with a view to its use for stable purposes.

The lot was sold to Mr. Scott by the City Council in 1925.

Mr. Scott recently made application to the Zoning Board for permission to erect the stable, but the hearing was adjourned to Wednesday, August 15, on grounds that insufficient time had not been allowed for notifying all parties. The adjourned hearing has since been held, and Mr. Scott has advised that it had no authority to deal with this application.

Mr. Scott's formal appeal will probably be heard at the regular session of the Zoning Board, to be held at 4:30 o'clock on Friday, August 24, in the City Hall Council Chamber.

MANY VICTORIANS SEE THEIR CITY FROM THE CLOUDS

Interest in Flying Grows Here; Sightseeing Trips Prove Popular

Flying grows in popularity as a Sunday afternoon diversion here each week as the B.C. Airways continues its policy of providing sightseeing trips over the city one day in seven.

Last Sunday even a downpour of rain did not diminish the interest of the big crowd of spectators at the Lansdowne and Richmond Road airport. Hundreds of cars were parked in the airport enclosure and hundreds more lined the roads on three sides of the flying field.

The company extends a cordial invitation to the general public to visit the airport at any time during the day on Sundays or weekdays to watch the flying activities. To avoid any possibility of accident, none but passengers should go out into the flying field itself. Cars should be through airport gates to the hedge in the airport enclosure.

On Sunday the company will maintain its regular schedule to Vancouver in addition to the regular flying flights from 2 to 4 p.m. There will be no flight to Seattle during the day. This has been cancelled to give Victorians an opportunity to enjoy the fascination of flying in the biggest all-metal aeroplane in North America, the type Commander Byrd has chosen for his dash to the South Pole.

OBITUARY

Funeral service was conducted yesterday afternoon at the Sands Funeral Chapel for Mrs. Minnie Adeline Bell. Relatives and many friends were in attendance, and the floral tributes were many and beautiful. Rev. Canon Stocken officiated, and the hymns sung were "Peace, Perfect Peace" and "Abide With Me." The remains were forwarded to Vancouver on the night boat, and a short service was conducted this morning at 11 o'clock at Center & Hanna's Funeral Chapel, and burial made in the family plot, Mountain View Cemetery.

The death took place last evening at the Royal Jubilee Hospital, Mrs. Ida Bowcott, wife of William Bowcott.

TURN TO THE RIGHT

H.A. DAVIE LTD.

800 Yates Street Phone 6906

I DIDN'T REALIZE I COULD ENJOY MYSELF SO MUCH

FAMILY BUDGET

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WEAK MEN

And All Diseases of Men

TAKE OUR HERBAL REMEDIES

Send for Descriptive Pamphlet also one on Loss of Manhood and Disorders of Men—free by mail. Open 2 to 6 and 7 to 8 every day except Wed. and Sat., when closed all day.

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SMITH TAKES STAND IN HIS OWN DEFENCE

Fraud Case on Car Burning Continues Before Magistrate Jay

Defence Evidence is Entered; Smith Denies Story of Jack Knight

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In answer to questions by his counsel, R. C. Lowe, Smith traced his movements on the night of August 6. He told how, after leaving work at 5 p.m., he had picked up the boy Knight whom he was keeping in absence of his lady's servant and had taken him home to supper. After supper they had gone to town, intending to enter the Dominion Theatre. There being a line-up outside at this theatre, they had parked the car on Port Street between an American car and a Ford and had gone to the Columbia Theatre.

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HEAVY TRAFFIC CROWDS PLANE TO CAPACITY

Reservations Well Ahead of Flights Needed to Secure Aerial Passage Here

Initial success of the B.C. Airways' international passenger mail and express service between this city, Vancouver and Seattle is being improved every day, Mr. Ernest Eve, president of the company, declared this morning.

The company has to decline bookings on many of its trips each day now. The public is being notified that reservations must be made early in advance if passengers wish to be assured of seats in the plane.

The 4:15 p.m. trip to Vancouver is especially popular, the names of seven or eight people having to be placed on the waiting list each day. During the last week the plane had been booked for this trip before 11:30 a.m.

From Vancouver comes word of similar popularity of the B.C. Airways' service. There, too, the company has to provide waiting lists for the trips to Victoria and the through trip to Seattle.

Thus the splendid average of thirty-five passengers a day in the first ten days of operation is increasing daily. As the speed, comfort and reliability of the B.C. Airways' service become more widely known, Victoria business men are availing themselves of the opportunity to breakfast in Victoria, spend the day transacting business in Vancouver and dine at home in Victoria at night. One well-known Victoria lumberman has made reservations for a trip each week for five weeks in advance. He says that he finds that the aeroplane service saves him both time and money. He can leave here at 8:30 a.m., arrive at Vancouver forty-five minutes later, spend the day in the mainland city, embark on the plane at Vancouver at 5:15 p.m., and be back in Victoria again at 6 p.m.

EQUAL TO EUROPE

Seasoned air travelers, who have traversed Europe by air, have informed the local company that the B.C. Airways' service is the equal of the best in the older countries, where passenger-carrying planes were placed on scheduled routes shortly after the war.

"I thought I might be a bit nervous at an elderly lady who disembarked here from Vancouver yesterday," but there was a sense of absolute security at all times—and such beauty of scenery as I had never imagined possible! I am going to fly as often as I can."

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Captain Troup's Retirement Well Earned

B.C. Coast Service Head At Helm As C. P. R. Built Up Great Travel System

Came to Victoria When Company Acquired Pioneer Navigation Companies and With Keen Vision of What Could Be Accomplished Directed Operations From Victoria Which Have Led to Great Expansion of British Columbia Cities in Last Quarter-century

Speedy Boats His Guiding Star In Half Century As a Mariner

From the Time He Stood on Candlebox to Guide His Grandfather's Boat Capt. J. W. Troup Has Been Picturesque Figure in Marine Life of the Pacific Coast; Won Fame for His Daring on the Columbia as a Young Steamboat Captain and for His Business Foresight and Ability as He Held Important Executive Positions With Transportation Companies

An active connection with the marine life of the Pacific Coast of Canada and the United States covering nearly sixty years will be brought to a close when Captain J. W. Troup, superintendent of the British Columbia Coast service, steps from his office to enjoy his well-earned retirement. Although his active connection will cease his interest will undoubtedly continue.

OF A MARINE FAMILY

A mariner son of a family of mariners, he is a veteran of the Willamette and Columbia Rivers in the early romantic days of steamboating. He was at the wheel for many exciting and dangerous trips, including those in which he piloted boats over the Tumwater Rapids and the Cascades. Then, after twenty years of this, as head of steamship companies linked inseparably with the march of the Pacific Coast from pioneer days, Captain Troup can never completely drop those interests which have made up his whole life.

His career from the time as a little boy he stood on a candle box to look over the ledge and steer a boat for his grandfather to the time he was made superintendent of the British Columbia Coast service and built up the great fleet which the Canadian Pacific has made him one of the most outstanding and picturesque figures in the marine world.

To-day, after thirty-seven eventful years in British Columbia and twenty years experience before that, during which he filled every position from deckhand to master, Captain Troup at seventy-three years of age, is apparently in perfect health. Neither the strenuous duties of master of river and lake boats, the excitement of a navigator's work in the Stickeen and Klondike mining days nor the heavy responsibilities of directing the Union Pacific Water Lines earlier in his career and the Canadian Pacific lines since 1901 appear to have taken the heavy toll that might reasonably be expected.

EARLY SERVICE

Captain Troup's experience was called upon during the war when his company virtually loaned him to the Government. He was made an assistant director of the Imperial Munitions Board, and was placed in charge of wooden shipbuilding construction.

His interesting career includes the early and busy days of steamboating on the Columbia and Willamette Rivers from the time the first wheat came out of the inland empire up to the completion of the railway into Portland. This, of course, spelled the doom of steamboats and led to his migration to the British Columbia service where shipping is more or less independent of railway lines.

ALL MARINERS

Captain Troup was born a mariner. His grandfather, father, uncles and brothers were mariners. Born in Portland and in 1855, he was the oldest son of a pioneer steamboat man. Afterward he became engaged in the machinery and foundry business in the early days, later becoming interested in steamboats until Captain Troup says, "When a little boy, I used to stand on a candle box in order to look over the ledge and steer the boat for my grandfather."

"My first experience aboard a boat was on the steamer which my grandfather, Capt. James Turnbull, owned and ran between Vancouver and Portland," Captain Troup says. "When a little boy, I used to stand on a candle box in order to look over the ledge and steer the boat for my grandfather."

Captain Troup commanded the steamer, Wasp, on the Vancouver route before he was twenty years old, and by the time he was of age had filled every position aboard from deckhand to master. After leaving the Vancouver trade he entered the service of the Oregon Steam Navigation Company on the Upper Columbia, first as purser. Afterward he was master of some of the best steamers of the fleet. The Oregon Steam Navigation Company was headed by J. C. Alsworth, Jim Reed and R. R. Thompson, great promoters of steamboat navigation on those waters.

STEAMBOAT DAYS

When the Harvest Queen was launched, Captain Troup was given command, and he remained with her until he finally brought her over Tumwater Rapids, one of the most exciting and dangerous trips ever made on the Columbia River. Several years later he piloted her over the Cascades, making the perilous trip in the presence of what is said to have been the largest crowd that ever witnessed a similar feat.

It was with the decline of steamboating on the Upper Columbia that Captain Troup found a new field on the lakes of British Columbia.

Captain Troup had twenty years of experience before he came to Victoria. He came to Victoria in response to an invitation from Captain John Irving to take charge of the steamer William Irving on the Fraser River. He arrived on May 23, 1883, and proceeded to New

as the rail route to headwaters proposed by Mackenzie & Mann proved impracticable and did not materialize the boats only operated one season and were afterwards sold, several going to the White Pass and Yukon route.

Captain Troup then returned to the Kootenay district and in 1888 was made superintendent of both rail and water lines.

During the winter of 1905 the Canadian Pacific Railway Company bought out the Canadian Pacific Navigation Company on the coast by acquiring the whole of the stock, and in January, 1901 Captain Troup was transferred to the coast to take charge.

WHEN C.P.R. TOOK OVER

At that time the company's investment was about \$350,000. The fleet included the *Charmant*, the *Islander*, the *Amur*, the *Danube*, the *Yosemite*, the *Princess Louise*, the *R. P. Rithet*, the *Queen City*, the *William*, the *Maud*, the *Tees*, the *Otter*, the *Rainbow*, as well as the *Beaver* and the *Transfer* on the Fraser. The traffic between Victoria and the Mainland was carried on by a daily boat, that is to say six days to Vancouver and one day to Westminster, leaving Victoria at 2 o'clock in the morning and returning to arrive in Victoria at 7 o'clock at night.

The average passenger list of the *Charmant* arriving in Victoria in the evening was sixty to seventy-five. The cargo of freight, however, was large, probably as large as the cargo the C.P.R. handles to-day by boat direct.

The *Danube* or *Amur* was operated to the North and the *Tees* to the Queen Charlotte via Rivers Inlet, Port Essington and the Naas River.

These were the conditions when the Canadian Pacific Railway took it over. The office and landing wharf were on Hudson Bay property on the east side of the harbor. There was no landing stage on the present property except for a tiny wharf.

FASTEST SIDEWHEELER

But before proceeding with the development of the British Columbia Coast service under Captain Troup some of the romance of steamboating in the early days might be recalled. It was while he was in charge of the Union Pacific Water Lines in Portland that Captain Troup built the *T. J. Potter*, the



Officers of the Alaskan at Ilwaco in 1887. Capt. Troup is at the foot of the group.

"The *Bailey Gatzert* was owned by John Leary and built by John Holland, who built the *Wide West* and the *R. R. Thompson*. I was very proud of the *T. J. Potter*, which was the fastest boat she was a faster boat. When the *Bailey Gatzert* came out she made a fast run between Tacoma and Seattle, and as Mr. Leary and Mr. Holland both considered it a record, they had a fine guided trophy made in the form of a greyhound surmounted by a broom.

"I met them in Seattle the day they were installing this on the *Bailey Gatzert*'s pilot house. In the course of a discussion they agreed that if any of the Union Pacific's boats ever beat the *Bailey Gatzert* they would have the trophy delivered to the winner.

WON THE GILDED GREYHOUND

"For some days the *Gatzert* had the field to herself. Capt. Archie Pearce was in command of the *T. J. Potter*, and I left word with him on my return to Portland to take advantage of the first opportunity to defeat the *Gatzert*.

"Sure enough on the following Sunday I received a telegram from him—'Picked the *Gatzert* this morning and led her into Seattle. Time 12 1/4.' I immediately replied by wire—'Get the dog.' Later in the day came the reply—'Got the dog. It now adorns the pilot house of the *T. J. Potter*.'"

BUILT MANY STEAMERS
Captain Troup has been engaged in building and operating numerous steamers for the C.P.R. Company since the first new one of his regime, the *Princess Victoria*, built in 1902. The *Victoria* proved a fast and successful boat, but the real reason for the Canadian Pacific fleet of which he has supervised the building are the *Princess Kathleen* and *Princess Marguerite*, 22 1/2 knot vessels, built in 1925.

He was in Scotland most of the time these ships were being built and came out with the *Princess Kathleen* across the Atlantic and through the Panama Canal where he witnessed for himself her seagoing qualities.

Last year the fine new ferry boat, the *Princess Elaine*, was built under his direction to carry passengers and motor cars between Vancouver and Nanaimo.

Captain and Mrs. Troup have one son, Capt. Roy Troup. During the war he commanded an 8,000-ton United States Shipping Board steamer and sailed practically around the world.

OVER TWO GENERATIONS
Captain Troup's activities in connection with transportation matters and the part the Canadian Pacific has played in British Columbia has extended to almost two generations, and he has a vivid recollection of the gradual development of transportation facilities, particularly by water, in this northwest country.

It will probably be news to many of the younger business men of Victoria to learn that the early development of water transportation and Victoria is particularly concerned in this, as she is essentially a seaport, originated on the Columbia River. It was at Vancouver, Wash., on the Columbia River, six miles above the mouth of the Willamette, that the *Beaver* dropped her anchor after arrival on this coast in 1883, and that steamer's first voyage was from Vancouver, Wash., to Port Simpson, with cargo for the Hudson's Bay Company, and at that time the Hudson's Bay Company's headquarters for the Northwest country were at Vancouver, Wash.

Coming down to 1886, when the *Fraser River* excitement started, due to the gold finds in Caribou, it was from Portland that the steamers were sent to cope with the traffic in British Columbia waters. The *Elms Anderson*, the *New World*, the *Wilson G. Hunt*, and several other boats with familiar names to old timers, were sent to these waters, and the first steamer to reach Yale was the *Umatilla*, commanded by Capt. J. C. Alsworth, from Portland.

Capt. John Irving's father, Capt. William Irving, first located on the east bank of the Willamette River at Portland, settling on a donation land claim of some 640 acres, which, afterward, proved very valuable, and on which site the Irving addition of the City of Portland was established, and from which considerable wealth was acquired, some of which was transferred to British Columbia, and went into river craft, and other vessels through the operations of Capt. William Irving and his descendants.

SHE SAILED ON TIME
The earlier communications established with Victoria were by sea from Portland and San Francisco, the mails were delivered by small steamers from Olympia, Wash. Captain Troup's first visit to Victoria was in 1872, and in order to reach here from Portland he was obliged to come down the Columbia on a River boat from Portland to Kalama, and from there take the train for Tanium in Washington, was then transferred to a stage, which carried him to Olympia, and on enquiring for a boat he was shown the steamer *North Pacific*, sitting on the sand high and dry, fully half a mile from the water. He and other travelers were told she would sail at 4 o'clock, and sure

enough the tide came in and she did sail at 4 o'clock. They called at Seattle, Port Madison, Port Ludlow, Port Gamble and Port Townsend, and reached Victoria in due course the next day. That will remonstrate the difference between the present mode of travel and what was in effect in the boyhood days of many Victorians.

ON VICTORIA DAY

Speaking of his arrival here in 1883, Captain Troup says, "I arrived on May 23, and on May 24 I stepped ashore off the old *Princess Louise* at New Westminster, and took command of the river steamer *William Irving*, which plied between New Westminster and Yale.

At the time I speak of, the grading of the Canadian Pacific was taking place between Yale and Lytton, and all supplies for the contractors of that work were being forwarded from Victoria. Large shipments were coming here from the Sound and San Francisco, the contractor being a San Francisco man, A. Onstvedt, and the Canadian Pacific Navigation Company's boats were very busy at that time, and Victoria's waterfront, while not showing such imposing vessels as to-day, showed perhaps a greater movement of goods across the wharves than we have to-day.

"About that time the north-west was experiencing what was called the Henry Villard boom, and the Northern Pacific road was completed from the east to Portland, and from Kelowna to Tacoma. It seems a little far fetched, but nevertheless the activities of Henry Villard had quite an effect on business in these parts. He organized the Oregon Railway & Navigation Company, and ordered two beautiful boats for service on Puget Sound, one the *Olympic* and the other the *Severus*. Several steamers were built by the same interests to ply on the Pacific Coast from San Francisco north. These included the *Umatilla*, the *Walla Walla*, the *Oregon*, the *Columbia* and many others, many of them calling at Victoria at times.

"Villard's activities gave a great impetus to Seattle, and practically made Tacoma, through a subsidiary, the *Tacoma Land Company*, and hence the general growth along the coast extended to Vancouver Island.

"The next important event in British Columbia was the arrival on the Canadian Pacific in Vancouver in 1896. When the Canadian Pacific Railway arrived in Vancouver it entered into an agreement with the Canadian Pacific Navigation Company by which they were to handle freight and passengers from Vancouver and from New Westminster to the Island, and shortly after this the *Frederic*, having been built by the Canadian Pacific Navigation Company, was operated in the service between Vancouver and Tacoma, connecting up the Canadian Pacific Railway with the American cities, and also giving the American railways an entrance into Vancouver. At that time the freight rates between Vancouver and Tacoma were higher than they were between Vancouver and Victoria, and higher than they were between Tacoma and Victoria, with the result that the

carried on by such steamers as the *Olympian* and the *City of Kingston*, as well as the *North Pacific* and the *George E. Star*.

With the gradual growth of Vancouver and the fact of its being a terminus of the railways on the Mainland, it gave it the advantage in the jobbing trade which gradually absorbed a large proportion of the jobbing business of the Victoria merchants, and I think it was particularly fortunate for the city of Victoria that at that particular time the Canadian Pacific Railway came to the rescue of this city by buying up the stock of the shareholders of the Canadian Pacific Navigation Company, giving them cash for their various interests and then proceeding to reorganize the property and improve it in accordance with the necessities as they appeared at that time. The purchase of the property was made in the year 1902.

LOSS OF THE ISLANDER

"After the unfortunate loss of the *Islander* in the summer of 1901 the company decided to build a new and better steamer to replace it. The steamer was built on the Tyne and was named the *Islander*. It was a very fast steamer, and was built to carry on to the Sound cities, and the vice-president, D. McMillan, in charge at that time, was doubtful if it would be able to carry on successfully as was suggested, but authorized the steamer to be built. It was a very fast steamer, and was built to carry on to the Sound cities, and the vice-president, D. McMillan, in charge at that time, was doubtful if it would be able to carry on successfully as was suggested, but authorized the steamer to be built. It was a very fast steamer, and was built to carry on to the Sound cities, and the vice-president, D. McMillan, in charge at that time, was doubtful if it would be able to carry on successfully as was suggested, but authorized the steamer to be built. 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Big Factor In Marine Progress Of Coast

The Fleet—1900

Steamer	Gross Tonnage	Propulsion
Islander	1,495	Twin screw
Charmar	1,044	Single screw
Danube	887	Single screw
Tees	679	Single screw
Otter	365	Single screw
R. P. Rithet	817	Stern wheeler
Transfer	264	Stern wheeler
Beaver	427	Stern wheeler
Amur	907	Single screw
Yosemite	1,225	Side wheeler
Pr. Louise	932	Side wheeler
Queen City	207	Single screw
Maude	175	Single screw
Willapa	873	Single screw
Gross tonnage	10,097	
Twelve steamers.		

B.C. COAST SERVICE HEAD AT HELM AS C.P.R. BUILT UP GREAT TRAVEL SYSTEM

(Continued from page 16)

Canadian Pacific purchased the stock of the Canadian Pacific Navigation Company, which represented an investment of about \$350,000. By this purchase they acquired a fleet of fourteen steamers and two scows, and of these only three remain in the service of the company, the Charmar at present operating to Powell River and Comox, and the Tees and Otter. There were seven distinct services being performed by the old company, the stern wheeler R. P. Rithet was performing three trips per week between Victoria and New Westminster in the summer months, being replaced by the Princess Louise in the winter months, a side wheeler. The Charmar making one trip daily between Vancouver and Victoria, leaving Vancouver about 1 p.m. after arrival of the daily transcontinental train. A regular service was also being maintained on the Fraser River, the stern wheeler Transfer performing a daily service between New Westminster and Steveston with two trips on market days, Ladner being the chief port of call. This service was known as the Lower Fraser River Route, while the Beaver, which is now doing duty as a Government ferry between Woodward's Landing and Ladner, for many years operated regularly between New Westminster and Chilliwack, going up the river on Mondays, Wednesdays and Fridays and down the following day. This route was known as the Upper Fraser River route.

The twin screw steamer Islander and the Danube performed a regular service to Skagway, Alaska, under the old company, and continued in this service until the Islander was lost in August, 1901, off Douglas Island. The steamer Hattie was purchased by the company in 1901 and renamed the Princess May. This steamer remained in the Alaska service for many years until in 1916 she was transferred to the Vancouver, Prince Rupert, Anyox service, continuing until sold in 1919 and transferred to the Atlantic Coast to enter the West India fruit trade.

The Amur, another steamer purchased from the Canadian Navigation, was at that time operating to British Columbia coast ports, including Rivers Inlet and the Canneries on the Skeena and Nass River, and to the Queen Charlotte Islands. This service was augmented during the summer months by the old Princess Louise, the Tees was in 1900 performing a regular service to the West Coast of Vancouver Island, going as far as Cape Scott and to the Danish Colony of Holberg.

The above is a brief outline of the activities of the coast service at the

time it was purchased and for the next few weeks. The service between New Westminster and Victoria continued for some years, but the growing importance of Vancouver, together with the construction of the fine steamer Princess Victoria, had the effect of gradually drawing the traffic and that service was abandoned about 1905. The lower Fraser service was seriously affected by the opening of the electric line to Steveston and the Great Northern Railway line to Ladner causing the abandonment of that service about 1907. The Upper Fraser River service was continued until the Fall of 1912.

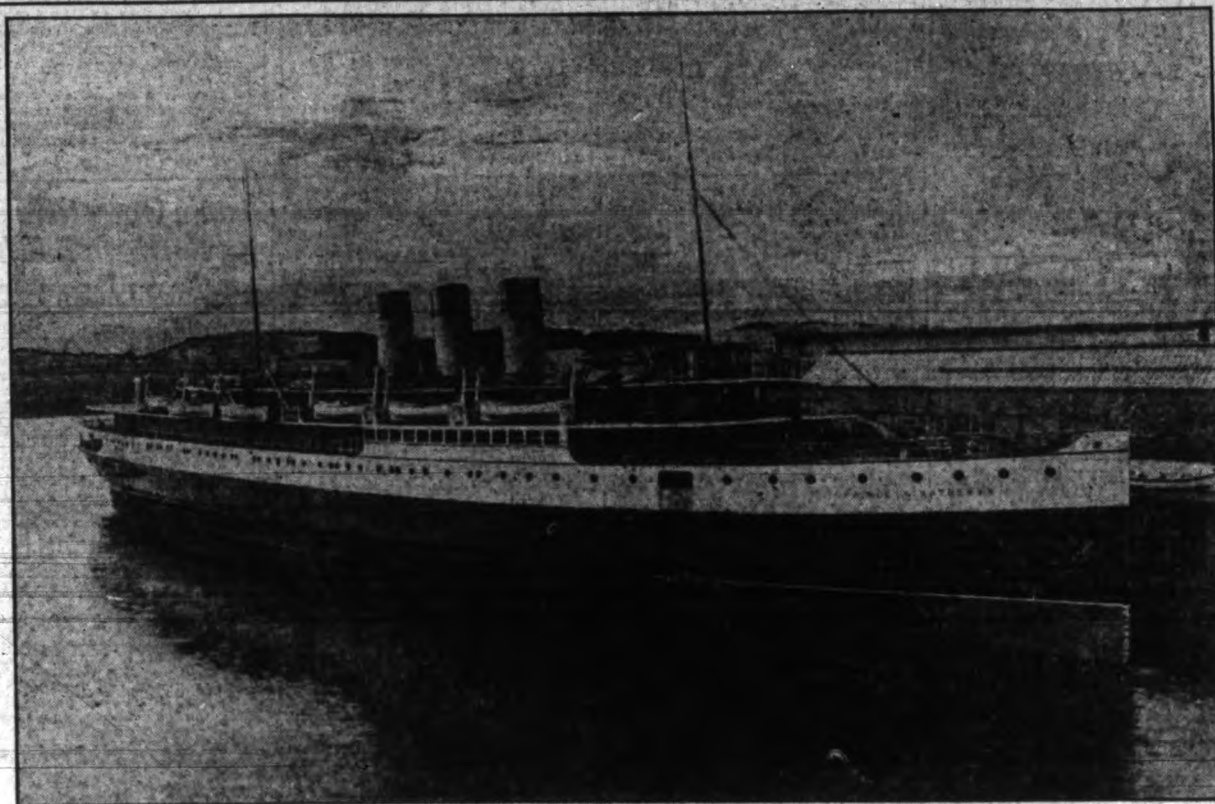
The service now comprises nine separate and distinct routes, the service on each route varying with the season and traffic conditions. The Princess Kathleen and the Princess Marguerite, built for the Vancouver-Seattle service the company kept pace with the demands of the traffic and to provide for its development for some time to come will undoubtedly stand as a lasting memorial to Captain Troup.

These two magnificent ships were built on the Clyde at the yards of Messrs. John Brown & Company, they are sister ships, with a length of 350 feet between perpendiculars, sixty feet beam, equipped with two sets of Brown and Curtis single reduction geared turbines and twin screws, giving a service speed of twenty-one knots.

Ever keeping pace of the times Captain Troup realized the possibilities of the automobile traffic. In the Spring of 1923 at the yard of Yarrows Ltd., Victoria, the M.S. Motor Princess, with a speed of fourteen knots, equipped with Diesel engines and capable of carrying fifty cars. In May, 1923 this vessel commenced operation between Bellingham and Sidney, a distance of forty-three nautical miles. Having thus provided two channels for the movement of the auto traffic to Vancouver Island, an extensive advertising campaign had been conducted in Washington, Oregon and California with very satisfactory results. In 1923 about 7,400 cars were carried on all routes, while in 1924 the total exceeded 18,000 cars.

In 1905 the steamers Joan and City of Nanaimo were acquired with the purchase of the E. and N. Railway. The Joan was carrying on a daily service between Vancouver and Nanaimo, while the City of Nanaimo was then running from Victoria, via the Gulf Islands to Nanaimo, thence to Union Bay and Comox.

Prior to the construction of the Courtenay extension of the E. and N. Railway, the traffic to Union Bay and Comox moved, of necessity, by water. In 1910 the steamer Princess Mary was built specially for this service, in the yards of Bow & MacLachlin, Paisley. She was operated on the route for some years, but the opening of the new line to Courtenay in 1915 altered trade conditions, and she was withdrawn from that route.



PRINCESS KATHLEEN
another of the palatial boats on the Victoria-Vancouver-Seattle run, built under the direction of Capt. Troup.

DARING PILOTING BROUGHT FAME TO CAPT. TROUP

Youngest Steamboat Captain on Upper River When He Guided the Harvest Queen on Her Perilous Trip Over Tumwater Falls and Through Dangerous Rapids of Columbia; Made One Trip Over the Cascades With Mrs. Troup as Only Passenger

When Capt. J. W. Troup, superintendent of the British Columbia Coast Service, was a young steamboat captain, he figured in exciting runs which made history in steamboating when he piloted boats over the Cascades of the Columbia. The perilous task of shooting the rapids, over Tumwater Falls and through the dangerous Dalles was deemed by many experienced steamboatmen as an impossible feat. The owners of the Harvest Queen, however, wanted her changed from her

route on the upper river to place her on the route between Portland and the Upper Cascades, and the fearless captain was convinced that he could make the trip. He was then twenty-six years of age. He looked twenty, and was the youngest captain on the upper river.

"Nobly Done," "Hurrah for Captain Troup," "Safely Done," "Through Tumwater," "Queen Completes her Perilous Passage," were the headlines over the story of the trip in the newspapers at that time. The coolness and good judgment of Captain Troup during the hazardous feat won high praise.

Two special dispatches to the Portland Oregonian of that year describe the double adventure of the Harvest Queen over Tumwater Falls and through the dangerous Dalles River.

OVER THE FALLS
The thrilling ride over the falls is described as follows:

"This morning at 8:30 the Harvest Queen with Capt. J. W. Troup at the wheel left the Celio Wharf for the passage of Tumwater Falls, en route to take her place in the line on the middle Columbia. She backed gracefully away from the wharf boat, and after maneuvering about the river for a few minutes to satisfy the captain that everything was in perfect working order she turned her face towards the troubled waters of Tumwater. "Already at the point of rocks overlooking the falls had assembled a large number of employees of the O.R. & N. Co. to witness this novel sight. The nerves of all on board were on the quiver, and their bounding pulses betrayed interest in the undertaking, and as the Queen's bow swung over the brink of the falls loud cheers of encouragement came from those on the shore.

"She entered beautifully into the chute chosen by the captain, and as she passed down and was swinging to pass a submerged rock below the pilots exclaimed 'beautifully done.'

STRUCK THE ROCK

"The words had scarcely died from their lips when a succession of jars and the breaking of a hog chain disclosed the fact that the rudders and wheel had struck the rock on the brink of the falls as the hull settled into the waters below. The boat now swung towards the submerged rock and the captain rang the backing bell. The engines not responding he cried to the engineer through the speaking tube, 'Oh, Pete, if you love me, back her,' but the eccentric rod on the starboard engine was broken and the engines were useless. We then knew that we were at the mercy of the rapid currents and hard rocks. The boat struck the submerged rock just forward of the engine room, partially filling two compartments with water. She then swung her wheel towards a wall of high and dry rocks, and it seemed certain that it would be carried away. However, just as the catastrophe seemed imminent she gathered her skirts about her and imperiously as a queen swept gracefully away.

A NEW DANGER

"Her crew and passengers had scarcely congratulated themselves on the happy delivery when a new danger arose. The currents were rapidly forcing her towards an ominous looking

reef of rocks. All looked anxiously on, hoping they might again pass this cause for renewed alarm. The suspense was at an end when the bow struck firmly and heavily against the reef, tearing away a portion of the stem and nosing, and causing the boat to surge and roll as if stung by this blow. From this point down the river widened and deepened, and the attention of the crew was directed to checking her downward course, and the anchor, made ready beforehand, was launched overboard as the hope of inland mariners. After dragging a considerable distance, the anchor

journey through the Dalles. "The successful passage of the steamer Harvest Queen over Tumwater Falls and through the dangerous Dalles," it reads, "register in the annals of steamboating on the Columbia a feat of skill and daring besides which all previous efforts pale into insignificance, and too much praise cannot be awarded to the projectors and executors of the wonderful trip, and especially to her young master, Captain Troup, whose cool judgment and thorough knowledge of his business almost makes the impossible possible."

"Some two weeks ago the first step

The Fleet—1928

Steamer	Gross Tonnage	Built	Name of Firm
Charmar	1,044	1887	Union Iron Works, Frisco
Otter	365	1900	Can. Pac. Nav. Co., Victoria
Pr. Patricia	1,157	1902	W. Denny Bros., Dumbarton
Pr. Victoria	1,943	1903	G. S. Swan & Hunter, Ltd., Newcastle
Pr. Beatrice	1,259	1903	B.C. Marine Ry. Co., Victoria
Pr. Ena	1,363	1907	Garston, G.D. & S.B. Co., Gars-ton, England
Pr. Royal	1,996	1907	B.C. Marine Ry. Co., Victoria
Pr. Charlotte	3,843	1908	Fairfield Co. Ltd., Glasgow
Pr. Adelaide	3,050	1910	Fairfield Co. Ltd., Glasgow
Pr. Mary	2,155	1910	Bow, MacLachlin, Paisley
Pr. Alice	3,099	1911	Swan Hunter & Wigham, Richardson, Glasgow
Pr. Macquinn	1,779	1913	B.C. Marine Ry. Co., Victoria
Pr. Louise	5,200	1921	Wallace Shipbuilding Co., North Vancouver
Island Princess	309	1913	At Tacoma, Wash.
Motor Princess	1,242	1923	Yarrows Ltd., Victoria
Pr. Kathleen	5,875	1925	John Brown & Co., Clydebank
Pr. Marguerite	5,875	1925	John Brown & Co., Clydebank
Nootka	2,069	1919	Port Arthur Shipbuilding Co.
Princess Elaine	2,027	1928	John Brown & Co., Clydebank
Pr. Nanosco	395	1908	B.C. Marine Railway Co., Victoria, B.C.
Pr. Kyuquot	419	1919	J. Crichton & Co. Ltd., Saltney
Pr. Dola	176	1907	Wallace Shipbuilding Co.
Pr. Qualicum	200	1904	Neale & Levy, Philadelphia
Barge No. 2	1,090	1907	Victoria Machinery Department
Barge No. 3	976	1911	B.C. Marine, Victoria
Barge No. 4	1,042	1913	B.C. Marine, Victoria
Barge No. 5	627	1913	United States
Barge No. 7	697	1917	C. Hoard, Victoria
Barge No. 8	1,124	1921	Victoria Machinery Department
Total gross tonnage	51,223		

A WONDROUS FEAT

"The first difficult passage was made on Tuesday when she was brought through the Little Dalles without receiving so much as a scratch. This in itself was a wondrous feat when it is considered that through a passage less than 200 feet wide flows the water of the entire Columbia, and not straight either, as the immense body of water striking the shoulder of the entrance on one side dashes irresistibly across to the other side. The captain thought to back and drift her through, but on approaching the passage he found the current too strong to back against it, so his resolve was taken instantly, and ordering the engineer to open her wide and then, with 110 pounds in her iron lungs, she hesitated, trembled, then guided by a masterly hand sprung like a thing of life into and safely through the passage without even rubbing her

boat in readiness, and at 2 p.m. an engine started from town bearing as passengers Agent Fordyce, Master Mechanic Curtis and Master Builder Holland.

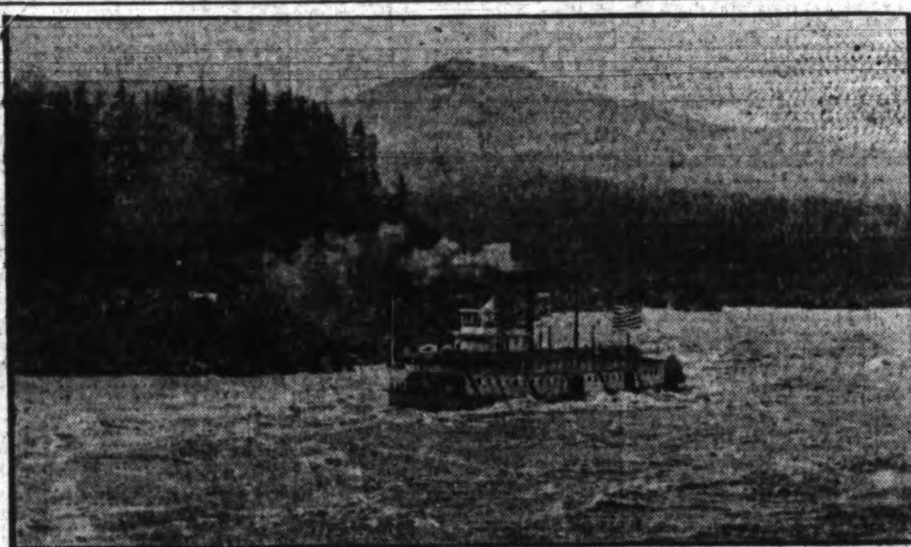
"Everything was speedily put in readiness for the grand trial, and at 3:54 the Queen moved forward for the journey. The first shot was a bull's eye, striking the opening to the Dalles in the centre, and passing through like a meteor. Then for a mile or more was one continued struggle between her master and the currents, perry and thrust, through boiling, rushing, deceptive water, past and around rocks, until the spectators thought the victory won. But a crowd of Indians on the rocks pointed with ominous gestures ahead. Every nerve was strained to its fullest tension, and eager, anxious eyes watched the river ahead.

"Suddenly the danger appeared and the fate of the noble Queen seemed doubtful. But her captain was equal to the occasion. No word picture can tell the story. To be dashed on the rocks seemed the only result, and now the skill of the master was matched. Every vantage was taken. Alas, misled by Mr. Holland, who intelligently seconded his every wish, the young captain conquered the situation. The engineers also cannot be too highly praised. For a time success seemed impossible, but human skill and execution simply perfect triumphed and the Big Dalles and its allies succumbed. The remainder of the passage was uneventful, and the Harvest Queen with the conscious majesty of victory and whistling horns, notes of joy grandly to her wharf. Her captain has proved himself a master in his profession, and the company has saved at least \$5,000."

"DOWN THE CASCADES"

Captain Troup's reputation as a fearless mariner was added to by similar exploits. "Down the Cascades, the Idaho takes a shoot through the rapids and comes right side up." Another newspaper story of about the same time relates, "The great event of shooting the famous Lachine Rapids in the St. Lawrence River has had a world-wide fame." It reads, "but that is mere sport compared with the daring of a trip down the Cascades of the Columbia River. The great feat was accomplished by Capt. James W. Troup with the steamer Idaho, which has been on the Upper Columbia for the last fifteen years. It was a most exciting run, and was made from the upper to the lower Cascades in fifteen minutes. We have no further particulars of the daring and perilous trip, but it is something that we venture to say Captain Troup will remember as long as he lives."

"Still another story of shooting the Cascades is told and this time Mrs. Troup was a passenger. 'The handsome steamer Mountain Queen was brought down over the Cascades Thursday morning,' reads the news item. 'The only passenger on board was Captain Troup's wife who attended to the while while he maintained the helm.'



THE HARVEST QUEEN
in which Capt. Troup established his reputation as one of the most daring of river pilots when he shot her over the Cascades of the Columbia in 1896.

caught and held firmly. The hawser brought under a heavy strain, surged, and finally parted, and the Queen drifted on down to the little Dalles. The ledge or forlorn hope, was tossed overboard, and after sliding over a gravel bar caught in a rocky cleft. During this time the engineers had not been idle, and succeeded in disconnecting the engines and working the port engine, although with a broken pilot block. The Harvest Queen was landed at a sand beach about one mile below Tumwater.

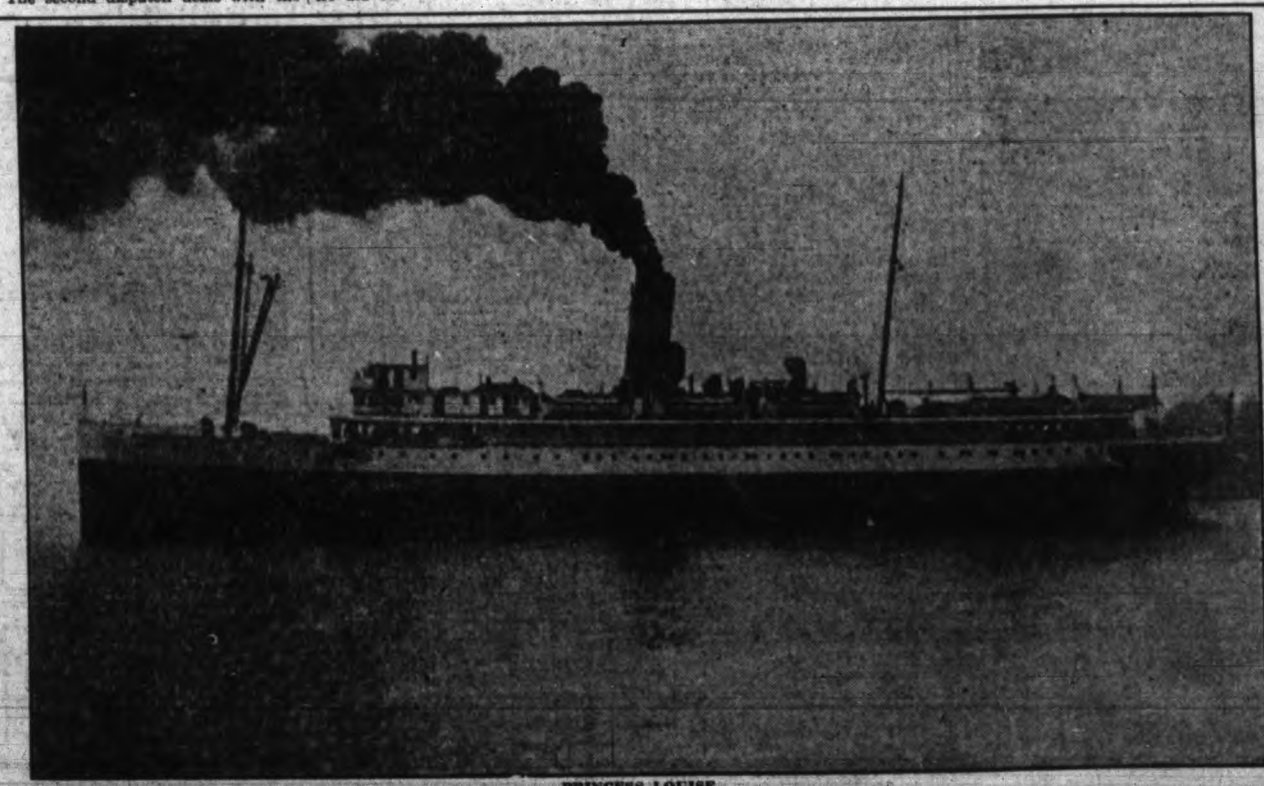
SKILL AND DARING

The second dispatch deals with the

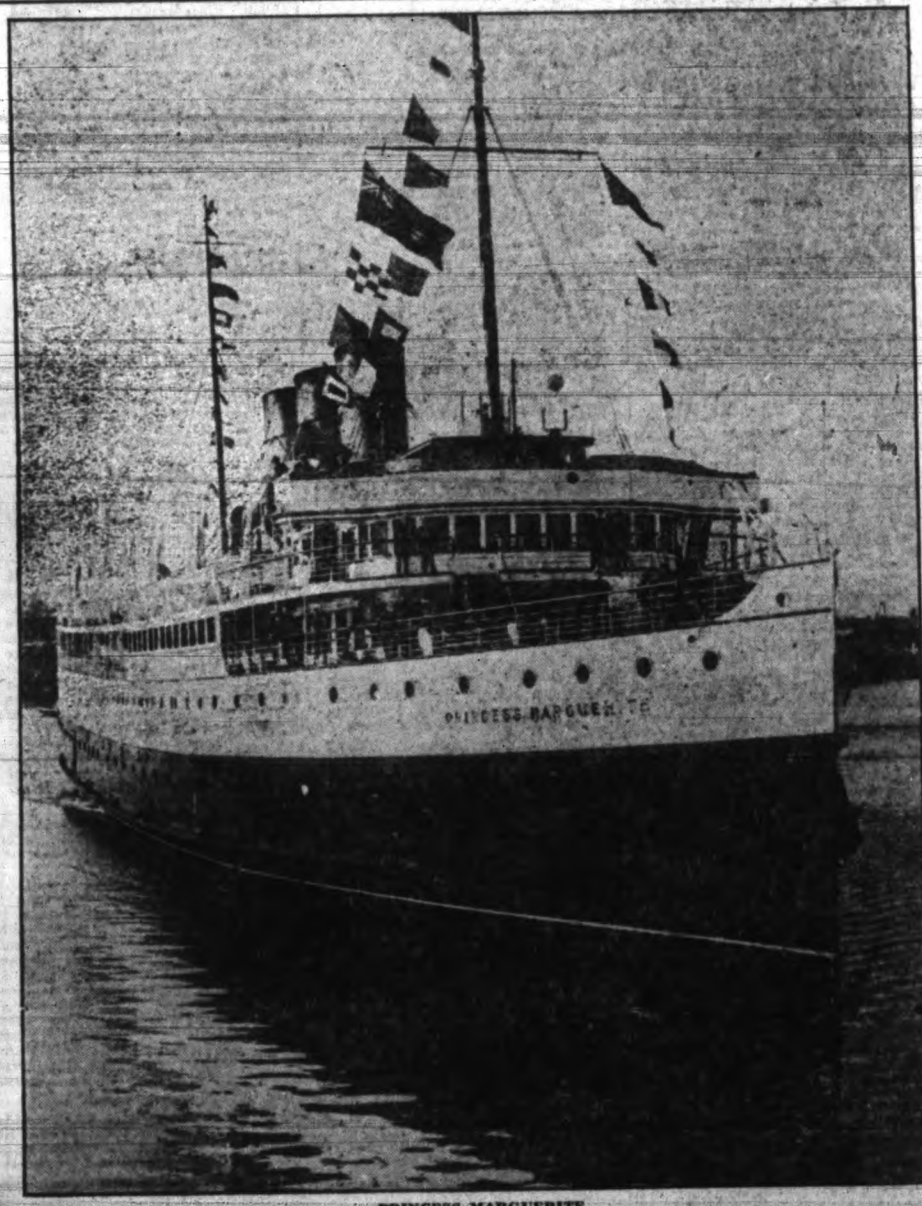
of the passage was taken, and the Queen descended from her throne on the Upper River over Tumwater—Irving Falls of Wishram—on her way to a new realm. Landing about three miles below the falls she waited for lower water and to repair the slight injuries she had sustained, as well as to gird on her armor for the coming struggle. Before her frowned the terrible Dalles, to pass through successfully at this stage of the water was deemed by many experienced steamboatmen an impossible feat. But not so with her fearless captain. He said that he could take her through and he did it.

paint, and the grim difficulty, the Little Dalles, was east contemptuously behind her.

"Now before her appeared her most formidable enemy at this stage of water, the Big Dalles and continuous narrows for a mile or more. It was not considered prudent to make the attempt until lower water, so she quietly landed at the mess house and bided her time. To-day, the eighteenth, as the weather indicated a thaw, Agent Fordyce, deeming a longer delay dangerous, notified Superintendent Almsworth, who ordered him to attempt the passage immediately. Captain Troup was notified to have his



PRINCESS LOUISE
used on Alaska run as star tourists' boat.



PRINCESS MARGUERITE
palatial boat of the Canadian Pacific Railway Company, the designing and building of which Capt. Troup superintended, and which may be classed as one of the crowning achievements of his brilliant career.

STOCK MARKETS — FINANCIAL NEWS — GRAIN MARKETS

TO-DAY'S GRAIN MARKETS

(By Branson, Brown & Co. Ltd.)

Winnipeg, Aug. 18.—Wheat markets both here and Chicago were extremely quiet to-day with nothing of feature going on. Opening prices were unchanged, one export house with continental connections taking a small lot of October wheat, but after this demand was satisfied prices fell away about one cent, the greater part of which was recovered later as shorts covered and took profits. Apparently it was just a scalping market with little buying power or selling pressure. Export sales over night were estimated by seaboard at less than a quarter million bushels, but largely Manitoba. The demand for cash wheat was negligible but there was no pressure and spreads were about unchanged. The weather throughout Western Canada has continued mostly favorable but a few light scattered showers were received and temperatures were moderately warm.

The Canadian Government issues a report this morning which was again very favorable. The crop has made splendid headway in all three provinces the past two weeks without any material damage. Cutting of wheat is proceeding and will be more or less general this coming week with very heavy yields promised as the heads mostly are very plump with considerable six-rowed stuff.

The weather forecast is favorable for the week-end. There was a report on the floor that the bank and the pool had come to an arrangement whereby the pool will pay 90 cents as their initial payment, based on Northern Port William. This is ten cents less than last year. The Argentine Government estimates their wheat acreage at half a million larger than last year. Winnipeg futures closed 1/4 to 1/2 lower. Or on the bottom, having eased off again in the final trading.

Coarse grains—These markets were very dull. There was a little demand for barley, just sufficient to take care of the light offerings. Little or nothing doing in oats or rye. Oats closed 1/4 to 1/2 lower. Rye unchanged and rye unchanged to half up.

Flax—Dull and featureless. No trade. Closing prices 1/4 lower.

Wheat—

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If you doubt the merit of "SALADA" Tea—Let us prove it—Write "SALADA", Toronto—get free 19-cup packet—test for yourself. "SALADA" is sold in four grades—Black, Green or Mixed varieties—80c to \$1.05 per pound.

"SALADA" TEA

271R.W.

SKY BLUE

A Romance of the Royal Air Force

By BOLLO VILLIERS

(The characters in this story are entirely imaginary, and no reference to living persons is intended)

CHAPTER VI

Yvonne's whole world seemed to darken as she read through the letter Morton-Strangways had given her. The sun that had shone so brightly from out a sky of azure blue was dimmed behind the lowering storm clouds.

What was in this letter? Morton-Strangways had handed to Yvonne as evidence that Deane, her man, her lover, was "nothing else but an empty vessel, a cad if you will."

Yvonne read it through and then laid it down on her lap as she tried to marshal all the wild thoughts which suddenly stormed her brain.

In those brief moments, her dream castle of love came crashing to earth. She saw the girl's ideals, her faith and trust in the man she loved, crumbling into the dust of shame.

In that moment it seemed almost as if her heart had burst, the desert flower had lived its passionate day, and the petals had fallen withered to the ground.

The heartbreak drew a sob from her, and an angry outburst of love bespoken and damaged pride.

"It's not true, not one word of it," she cried. "I don't believe it."

But it was a pitiless denial. It lacked force and conviction.

Morton-Strangways face lit up with a smile, a cunning smile of victory, but he was far too clever to show it.

"I'm sorry, Yvonne," he said softly and soothingly.

"I can't say how sorry I am."

"I would not have had this happen for worlds, but you know, your interests are deep in my heart, and this thing," he said, pointing to the damning missive, "came to me in an official capacity, and outside my duties as an officer, I felt I must bring it to you."

He paused for a moment to study the face of the drooping flower, but there he could read nothing. The light in her eyes was dead; she looked just as if she were in the stupor of a waking dream.

He continued:

"Yvonne," he said, leaning over her chair and touching her hand, at which she shrank back, as if stung, "listen to me, please. You know it hurts to see you like this; you know that I'll do anything to spare you sorrow. Let me help now."

"Your affection for that man was only infatuation. It could not have been true love. You really, deep down within you, have an affection for me. Let me serve you. Let me take you away where you will forget his villainy and where I can soon cultivate that affection of yours into real love."

The drooping figure straightened in the chair and the light of consciousness reality came back into her eyes as she

turned them on the officer who was fighting the battle of his life for her love.

He was far too clever to pour condemnation upon Deane. He knew that the letter was sufficient evidence to damn any character.

Instead, he realized that to offer his excuses for Deane's unworthy conduct would be the best means of attack.

"You see, Yvonne," he continued, "I know the world and men. Deane is still a boy, away from the refining influences of home and he is having his first love. He is a little wild, but he is a man as if the night breeze had struck a chill into her—and of course as a man I should never condemn him."

At the same time I think it is unwarranted conduct to carry on such a liaison when he was undoubtedly paying attention to you."

The girl picked up the letter again, fingering it as if it were some useless thing.

She began to read it anew, weighing every sentence:

"I wonder if by coming to you I can get any satisfaction or restitution."

"I am a young girl, earning my own living here in London and three years ago met my fiancé, Dennis Deane, when he was at Pullen's Garage."

"He and I got engaged and we were happy together until he joined the Air Force."

"I'm a good girl and have been true to him all through but, perhaps, I loved him too well."

"For nearly a year now he has stopped writing to me, although I wrote regularly."

"We were going to have been married at Christmas, and I got all my things ready."

"In despair I came to Alverstone, but he refused to have anything to do with me. He said he did not want anything more to do with me, and if I worried him he would give away my character."

"Now, Sir, please excuse me writing to you like this, but I do want my man, I love him, and perhaps you, as an officer, would have some influence over him, because I can't think he has lost his love. Perhaps it's only for the moment."

"Hoping to hear from you as to what I should do."

"Yours truly, 'EMMA WALDRON'."

It was written in a somewhat crude hand, but there lay behind the words a sincerity, the pouring-out of a young girl's heart in the breaking of a disappointed love.

"Well," demanded Morton-Strangways, "Yvonne folded up the letter and turned to him."

"No, you mustn't," interposed the officer. "I want to reply to it, and al-

though I can do nothing officially in the matter, I take a strong view of the case and I shall use what influence I can to help the poor child."

"I shall keep it," reiterated Yvonne firmly. "At any rate for the moment. This concerns me more than it does you, and seeing that you have been the one to unveil the sordid story, you must let me have my way."

She looked down through the garden with the shadow of a broken smile on her face. The setting of the sun was the passing of her dreams, the wane of day the burial of her child of love. There were no tears, no protest, just a silent sorrow as when pain is so great that it numbs.

"I may have some influence, too," she continued, "and this girl shall have my help if she needs it."

"Even now I can't believe that Dennis would desert a girl without a word," she went on as if speaking aloud her thoughts. "He is too good for that—and yet the letter sounds true."

"Oh," she cried, raising her two hands to her head, "men are beasts. They have no honor. If Dennis is bad I shall never have faith in them again."

"It's not as bad as that," soothed Morton-Strangways. "As I say, Yvonne, it is just like wild youth. He'll come back and marry the girl, and then all will be well."

His voice took on a soft caressing tone as he spoke. He knew his ground and realized that in the role of confidant and comforter lay the great opportunity he had been waiting for so long.

"I can make you wonderfully happy, Yvonne. Just let me try. I'll give you the air force and we'll go abroad. We'll travel and I'll show you the world. I'll make you glad and teach you to love."

"As a slave you could not have one more devoted, as a companion I will be intimate, and as a lover I shall make your life one long dream of happiness."

He paused to let the seductive effect of his words make the intended impression.

"Then he went on, 'Yvonne, will you trust me? Will you just give yourself up into my hands and let me take all your trouble and care from your shoulders? Will you let me teach you how to live and love and be happy?'"

"I appreciate what you say, Morton," replied Yvonne in a monotone. "I believe that you mean it all, but I'm afraid I couldn't give you happiness."

She sighed, and a night bird gave out its little song.

"Not yet, Morton," she went on, "just be patient with me. Wait a little while and perhaps some day, I'll come to you and ask you for all you have promised. Now, it would be impossible."

Yvonne rose and Morton-Strangways rose with her.

He took her limp hand, raised it to his lips, and pressed a soft kiss upon the fingers.

"Dear girl," he murmured, "I shall always be with you."

Yvonne felt a shudder go through her; she felt as if, again, the old fear of this man was coming to wrap its cold and fearsome coils once more round her heart.

Oh, if only Dennis had been "white," if only her protector, her lover, her man had proved clean steel right through how different would have been the song of the night bird, how different would the stars have shone and the world throbbed in ecstasy.

Now life could only mock.

"Good-night, Morton," she said at last, breaking the silence.

She turned away and walked into the house.

CHAPTER VII

The days had sped swiftly for Sergeant Deane at the pilot school, but the nights had been long and lonely.

During the day-time, there had been long lectures and flight instructions, interspersed with flying lessons, which had taken up all his thoughts.

After all, was not his whole life and ambition wrapped around machinery, were not his hopes and ambitions centered far above the skies of blue?

And yet, there was a heavy cloud hanging above his life. Into his life Yvonne had come, like a little lone child, seeking protection, and that given, it had turned into love. Into his sky-dreams of ambition had been woven the threads of a wonderful love without which ambition would be "Dead Sea Fruit."

Deane could not reconcile the sweet moments of their parting, the wonderful whispered words of love, with

SIDE GLANCES—By George Clark



New please be careful an' don't make me look cunning."

Yvonne's one short letter to begin with, and then, her silence.

Deane had passed through his Pilot's course, and on gaining his "Wings" was promoted to the rank of Flight-Sergeant, but he got very little joy out of the prospect, without the accompanying interest of Yvonne.

"Any letters, Jones?" he demanded of one of the Mess Orderlies.

He had written to Yvonne a final letter two days before, telling her of his success and the likelihood of his early return.

Without any reproach in his words, he had, at the same time, questioned her coldness, and rather pleaded for an explanation of her unwarranted silence.

"Yes, Sergeant," replied Jones. "I ain't on scented mauve or rose paper as I like to say to write, but I'll bet it's from one of yours."

"All right, not so much of your lip," laughed Deane, "and it over."

He took the letter.

Yes, it was from Yvonne! What would be her welcome—and her explanation?

"Deane," he read after perusing the opening paragraphs of congratulatory and loving words, "you know we're long past the days of melodrama and that sort of thing. Those things aren't done."

"My hat, though," he continued once more in a fierce tone, "if I ever found out he'd done such a dirty, filthy trick as that, I can tell you his rank would never have him from the worst day he's ever had."

"Listen," put in Davies. "I'm interested in this matter, because you're my friend for one thing, and I have a few old scores to pay back on the other. Let me investigate this business for you. I'll run this to earth. I'll get to the bottom of it."

Deane picked up his ears at this offer.

The fighting spirit that was in him rose in combat, and all his love for Yvonne in a protest, against the malicious way Fate had played his cards for him.

He would fight and he would get to the bottom of the mystery.

No one should come between Yvonne and him. He would see that the blue skies of his ambition in this underhand way.

As the train sped on, the two newly promoted Flight-Sergeants sat, planning their investigation of the future.

By the time the train steamed slowly into Alverstone, there was almost a smile on Deane's face, a smile of confidence.

CHAPTER VIII

"The Commandant wants to see you, Deane," called Sergeant Alton, Deane's old friend of his mechanic days. "He's over at Number One hangar, looking at that new plane thumper, looking at that new plane thumper."

"What's he want?" asked Deane. "Don't know at all, but you'd better run over," the Sergeant informed him. "He's waiting after Deane's return to Alverstone, and he was waiting for the first time the coveted 'Wings'."

Deane decided that, in spite of all his hopes of Yvonne's love being lost for the moment, he would not waver in the pursuit of his ambition. Until the mystery of the letter and Deane's fall judgment of him were cleared up, Deane decided to throw himself heart and soul into the furthering of his work, in studying, and, in particular, to set seriously to work upon the new device he had thought out to revolutionize high-altitude flying.

This was the only way in which he could hope to still the ache in his heart and keep sane.

Other men might have turned for solace to drink, or to some other woman who would soothe their wounds.

But a man of Deane's calibre could never find distraction in those things. He wanted work, and plenty of it, and he wanted to get to the bottom of the mystery.

As he walked over to Number One Hangar, he tried to imagine what the Commandant might want to say so early after his return.

It could not be a "detail," for work on that would naturally come out in "Orders."

The Commandant was standing talking to Morton-Strangways as Deane came up to the hangar.

He stopped a few yards away and saluted.

Both officers looked up at his approach. Morton-Strangways with the scowl so natural to his countenance, but which was quickly replaced by an enigmatic smile that might have been Deane's.

As he returned Deane's salute, and addressed the new Flight-Sergeant.

(To Be Continued)

ON THE AIR

SATURDAY, AUGUST 18

CFCT (473.9) Victoria, B.C. 6 p.m.—The closing market prices by the B.C. Bond Corporation, Ltd. 6:30 p.m.—The Sunset section, the dance purveyors of the Sunset Broadcasters, will render a full programme of the latest in dance music, featuring violin and piano offerings.

7:30 p.m.—"What's Doing in Town," the official weather reporter and forest fire summary; the West Coast Information Service; Louisa's correct time signal by W. H. Wilkinson, Jeweller.

National Broadcasters' Programme 8:30 p.m.—Grand Opera Album. 8:30-10 p.m.—Union Oil Hollywood Bowl concert.

10 p.m.—Time Signal. 10-12 p.m.—The Big Show.

KFWI (501.7) San Francisco, Cal. 5:30 p.m.—Symphony concert. 5:30-7 p.m.—Violin and piano. 7 p.m.—Popular Numbers. 9 p.m.—Courtship programme. 10-11 p.m.—Dance orchestra.

KFOA (441.2) Seattle, Wash. 6-7 p.m.—Travel Service. 7-8 p.m.—Boy Scout programme. 7:30-8 p.m.—"Fire Girls" programme. KFRG (454.3) San Francisco, Cal. 6:30 p.m.—The Crellian. 8-9 p.m.—Concert orchestra and soloists. 9-10 p.m.—Orchestra. 10-11 p.m.—Dance orchestra. 11-12-10 a.m.—Dance orchestra. 12-10-11 a.m.—Orchestra and tenor. KJL (34.6) Seattle, Wash. 5-6 p.m.—Musical Sketches. 6:30-7:30 p.m.—Orchestra, tenor and baritone.

KPO (422.4) San Francisco, Cal. 5:30 p.m.—Novelty half hour. 5:30-7 p.m.—Trifon hour. 7-8 p.m.—Show Boat Frolic. KFOA (441.2) Seattle, Wash. 6 p.m.—Players' Club. 6:30 p.m.—Concert orchestra. 7:30 p.m.—Feature programme. 8-9 p.m.—Feature programme. 9-10 p.m.—Courtship programme. 10 p.m.—Orchestra. 12 p.m.—Dance hour.

KFOA (441.2) Seattle, Wash. 5-6 p.m.—Children's hour. 6-7 p.m.—Music. 7-8 p.m.—Burlesque Feature. 8-12 p.m.—N.B.C. programme. KQOW (422.4) Seattle, Wash. 6-7 p.m.—Concert orchestra. 7-8 p.m.—N.B.C. programme. 11-12 p.m.—N.B.C. programme.

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Book of Knowledge

Sketches by Denny.
Synopsis by Brantley.

FULTON'S FOLLY



Robert Fulton was made the butt of all sorts of jokes because he tried to make boats move by steam. Here is reproduced a caricature of the submarine, published in America in 1811, the boat designed by Fulton for Napoleon. Fulton remained under water in his craft an hour. The boat was to fire a torpedo, or, as Fulton called it, a "carcase of gunpowder."



Fulton returned to America to meet public sneers and contempt for his folly. But he brought an engine from England and persevered.

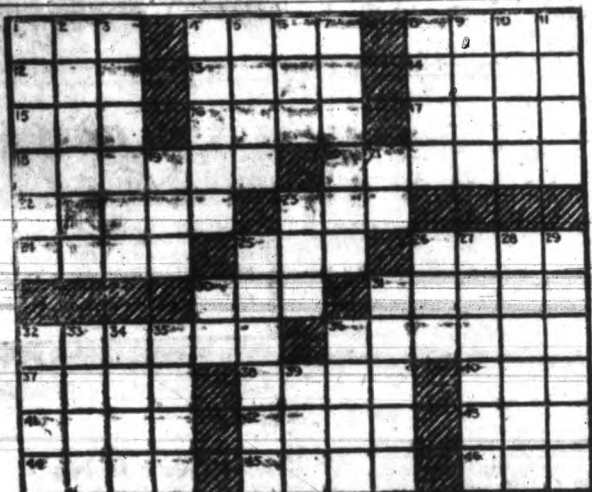


At last Fulton's ship was built and a few brave passengers, mostly friends of Fulton, went on board for the trial cruise.



The boat, the Clermont, shown above, went ahead a little way and then stopped. Everyone except Fulton thought the halt meant failure. He went below, adjusted some engine parts, and the boat moved smoothly away. The vessel traveled 150 miles in 32 hours. The return trip was made in two hours less time, and the boat was acclaimed a success.

Sketches and Synopsis, Copyright, 1928, The Grafton Society. (To Be Continued) 6-8



HORIZONTAL

1. Drone bee.
4. Collection of tents.
8. Portion of a ratchet wheel.
12. A body in the shape of an ellipse.
14. Region.
15. Substance made from citric.
16. Bait.
17. To cause to drop.
18. One who runs away and marries.
20. Historical records.
22. Player.
23. Habit.
24. An allowance of four pounds of extra weight for yards.
26. Part of verb to be.
28. Rowan tree.
30. To be victorious.
31. More ashen.
32. Range of hills.
34. Indisposition.
37. Small.
38. To change.
40. From the.
41. On.
42. Classic.
43. To place out.
44. Killed.
45. Groups of machine articles.
46. Scarlet.

25. Paths between tiers or seats in a theatre.
26. Perched.
27. Small tilt hammer.
28. To abolish.
29. Concocted.
30. You and I.
31. Pious with a pointed implement.
32. Steals.
33. Iron.
34. Finished.
35. Thrived.
36. Greatest in degree.
37. Native metal.

1. To convert food into absorbable form.
2. Visual.
3. To displace.
4. An arrival.
5. To justify.
6. To damage.
7. To be agreeable.
8. Something left as a security.
9. Melodist.
10. Shaft sunk to obtain oil or gas.
11. Upright shaft.
12. Cooking utensil.
13. Point of compass.
14. Pitcher.

ALBERT CLOVTS
LOAM ADO FACT
BOY SPIRE TEA
AM KEEPERS ST
N WIT L NOW C
Y AD ROG WE C
BY DINES DO
SO MACADAM ID
HA ALE EVE LA
A NIL ORD Z
WAGNER CREECE

Solution of Yesterday's Puzzle

To-morrow's Horoscope

SUNDAY, AUGUST 19, 1928

Unfavorable aspects appear to be strong to-day, according to astrology. It is a day in which to go to church

and thus avoid any unpleasant incident. There is a rule promising to persons who follow conservative lines of thinking. They may have pleasant experiences in the course of the day. Their counsel may be sought by the world. Workers should benefit from equities or meetings to-day.

The clergy may be inclined to be controversial and tenacious of old doctrines while this configuration prevails. They should cultivate charity. Under this direction of the stars it is necessary to exercise policy and to refrain from criticism. Neptune is in a place supposed to encourage intrigue and deceit, and for

this reason the mind should be kept steadfast where principles of any sort are involved. While this rule of planets continues, many vagaries of the mind may be apparent, for suggestibility to destructive thoughts is likely to be increased. This is a day read as unpropitious for meeting persons of sex, for it may

be difficult to make a good impression, and deceit may be more prevalent than under other planetary governments. Canada and the western states probably will enjoy great business activity in the Autumn and Winter. Persons whose birthdate it is may have small vexations in the coming year, but they will prosper. These Leo

people are especially well fitted as leaders in public affairs. Children born on this day probably will rise rapidly in life, for they will have many helpful friends. They are subject to a sign that is believed to insure prosperity, while it encourages the greatest independence. (Copyright, 1928)

OUR BOARDING HOUSE



—By AHERN SCHOOL DAYS

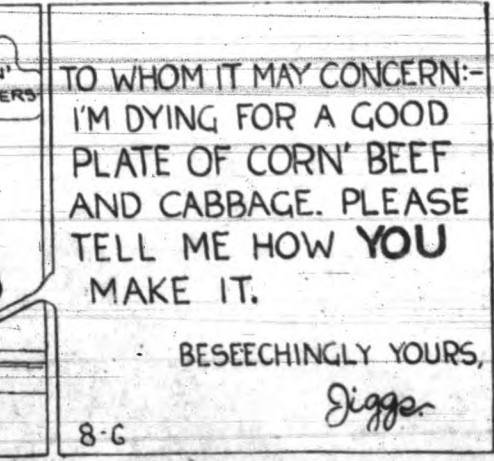


ELLA CINDERS—Didn't We Tell You?



—By BILL CONSELMAN and CHARLIE PLUMB

BRINGING UP FATHER



—By GEORGE McMANUS

MUTT AND JEFF—It Looked Like a Flirtation to Hortense



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Ladysmith

Ladysmith, Aug. 18.—Mrs. M. E. Denny has returned to her home in Victoria after spending the week here, the guest of Mr. and Mrs. D. Campbell.

Mr. and Mrs. F. G. Kerley are spending a holiday in Vancouver.

R. Valentine of Kamloops, is visiting relatives here.

Miss Mabel Hall of East Arrow Park,

is the guest of Miss Thelma Gregson.

H. Inglis of Nanaimo, is spending a holiday here with relatives.

Miss Audrey Battle is spending a holiday with relatives in Victoria.

Miss Elsie Gregson, nurse-in-training in the Royal Jubilee Hospital, Victoria, is spending a holiday here with her parents.

The Misses Hilda and Florence Grant have left for Vancouver en route for their home in Kenilworth, Manitoba after spending a holiday here as the guest of Mr. and Mrs. A. E. Watkins.

Mrs. J. Cartmill has returned to her home in Vancouver after spending a few days here with relatives.

J. Malpas has returned home from a visit to relatives in Tacoma.

Capt. I. H. Brown, of the Great West Life Insurance Company, is in the city on business.

E. Lapanaky and M. Muir were among those that left this week for Coalmont.

Langford

Langford, Aug. 18.—Mr. and Mrs. Frank W. Wilford and family have moved from the Goldstream Road to reside at the Gorge.

Mrs. Gillan and son from Victoria are out at their summer cottage on the Atkins Road.

J. Stuart Yates of Millstream Road has been visiting Mr. and Mrs. J. C. Lang of North Salt Spring Island.

A very exciting and close football match was played Thursday evening on the Goldstream Road diamond, resulting in a win for the Colwood Wood Company over The Colonist, 15 to 13.

W. Bradley is holidaying in Vancouver. Mrs. Bradley is staying in Victoria.

Rugos or wrinkled Japanese rose is one of the outstanding favorites for landscape planting.



Many Surprises Due in "Talking Movie" Realm as Producers Plan on Big Exploitation

By GENE COHN

New York, Aug. 18.—The babel that resulted when the movies got the gift of tongues is slowly becoming orderly. Something of a pattern is at last becoming apparent and what in film circles is known as "big news" is beginning to break daily.

A few highlights, fresh from the Broadway inside sanctums, can now be interpreted as follows: Raoul Walsh, Fox Film "ace," who made "What Price Glory" has been hiding out in Manhattan for several weeks, secretly building an organization for the "talkies." He has interviewed scores of eminent Broadway stars, tried dozens of voices and given indication that he is to be the director of the first "talkie" to be produced by Metro-Goldwyn-Mayer.

Monta Bell, his feet upon a desk and a novel innocently tilted in one hand, has taken charge of the new "talkie" studio that Paramount is rapidly installing in its old Long Island plant.

Metro-Goldwyn-Mayer have definitely taken over the old Cosmopolitan Studio and Robert Harris, assistant production manager, has slipped quietly into town making tests as fast as stars can be lined up.

Gargery Hall, rendezvous of the world's concert poets, during the usually quiet summer months, becomes a house of mystery. M-G-M, to my knowledge, has been using it for voice tryouts. The greatest stars of the opera and the theatre have been slipping in and out back doors. Because of the uncertainty of contracts and a desire to protect the reputations of those whose voices fail to register properly, great secrecy surrounds the exact who-who.

FRANCE IN CHURCH
"I have it, also, that there's a little church at Camden, N. J.—the Trinity Baptist—which has the best acoustics in these parts. The voice recorders have found it out, some way or other, and are rushing their performers over for talkie and phonograph records."

I also have it that Paramount has picked Ernest Vajda, the eminent European playwright who has been scripting in Hollywood, as a supervising director of talking-picture productions. Due to his wide stage experience, Vajda is looked upon as a logical figure in this particular emergency.

Finally King Vidor, one of the three or four outstanding directors, thanks to his work on "The Big Parade" and "The Crowd," passed through after a

European vacation and told me, a bit sadly, that the new turn of events had left him quite befuddled. He wasn't enthusiastic about the talking pictures and, in no quiet terms, expressed his devotion to the "silent drama." Vidor's opinion was that the "talkies" were a sign of weakness.

"We were just beginning to get somewhere with the films," he explained, in connection with his stand. "They had developed out of their infancy to a point where, with intelligence, they could be made into something approximating an art. We had begun to learn the deeper mediums of expression. Now and then we were escaping the banal and getting to that basic simplicity which is the true medium of universal expression."

A WEAK SUBSTITUTE
"One goes to Europe and one comes back and—everyone has gone crazy over talking pictures! I believe that a certain amount of sound might add something to a picture. I've always liked the news reels with sound, but at present it seems to me that, with proper direction, the talking element is unnecessary and a weak substitute for true cinema expression."

Raoul Walsh, on the other hand, is nothing short of excited over the new way. He tells me that while directing in the silent drama, he has often regretted that sounds heard only by the audience were not heard by the camera.

"One of the surprises of my investigations to date," said Walsh, "has to do with some of the best known playwrights. They're not so bad as they seem. A number of them for the talking pictures. It was disappointing to learn that they wouldn't do for the screen. Either their voices wouldn't register, or they didn't make good screen appearances."

MANY SURPRISES DUE
"On the other hand—I can say that there are a number of great surprises in the air. Within a year, it seems reasonable to predict, there will be an entire turnover in the big names of the screen."

Meanwhile Broadway rocks with the information that deals are on for something like twenty theatres to be used for the production of legitimate drama done in talkies. There is an other tale that two prominent playwrights have been offered up to \$100,000 for the first original "talkie" play acceptable for the screen.

Things are far from sane yet. "movie set" about it. The acting is equally convincing. Sybil Thorndike, the great English tragedienne, gives a superb performance as the English nurse, Edith Cavell, acting with a quiet dignity and restraint which is moving in its intensity.

The presence in the cast of Mme. Bodart, the Belgian woman who actually aided Nurse Cavell in succoring the escaped prisoners of war, and who was arrested and charged with aiding the enemy, lends further impressiveness to the story. One outstanding feature of "Dawn" is the sense it imparts of close adherence to facts; it is entirely lacking in the flamboyant, highly imaginative atmosphere so often associated with so-called war pictures.

"Dawn" was first censored in England because Germany protested that it was unfair and likely to cause bitterness. While it is true that Britain's enemies during the war do not show up in a favorable light in the picture, yet the film ably demonstrates that their attitude is the result of the abnormal influence of war which has the power to subvert the characters of those who are brought into its awful toll.

"Dawn" is undoubtedly a triumph of British filming.

Seattle, Aug. 18.—With a bullet in his abdomen, Tony Buchinsky, fifteen, coolly mounted a bicycle yesterday and went in search of a physician. When he fell from his vehicle neighbors drove him to the hospital here, where he is now near death.

Tony was shot accidentally by Peter Groznoff, a companion, after an unsuccessful hunting trip during which the pistol they carried had failed to fire. The weapon suddenly went off in Groznoff's hand as the boys were walking home with Rudolph Kalabin, another pal.

When a woman changes her mind she is likely to regret her intuition is just getting the range.

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AT THE THEATRES

ROUGH AND TUMBLE COMEDIANS BADLY BRUISED IN FILM

George Sidney and Charlie Murray, co-starring comedians in First National's mirthpiece at the Variety Theatre, "Flying Romeo," accumulated an aggregate of eighty-seven black-and-blue spots during the filming of the picture. They couldn't decide which got the most, because some of the bruises overlap and leave opportunity for a dispute over the "count."

NO MOUSTACHE FOR LLOYD HUGHES SAY MOVIE PRODUCERS

"The movie producers won't let Lloyd Hughes wear a moustache or a beard! He has only worn one hirsute adornment of this sort in his screen career, because his clean-cut features are invaluable. He is co-starring with Mary Astor in First National pictures' latest production, "Salute to Women," which heads the bill at the Playhouse Theatre.

TOM SANTSCHI IN LEADING ROLE ON COLUMBIA SCREEN

"The Cruise of the Hellion," which is at the Columbia Theatre this week, is one of the best pictures ever shown in Victoria.

It is a Rayart release, which is in itself a guarantee of excellence. It was produced and directed by Duke Worne, who has the intricacies and technicalities of picture-making at his fingertips. In this particular instance he was aided by as capable corps of artists as ever assembled for the enacting of a picture. Tom Santschi has a leading role which he interprets admirably, as do also such deservedly popular players as Edwina Murphy, Donald Keith, Sheldon Lewis, Martin Turner and many others.

ADOLPHE MENJOU HEADS CAST IN CAPITOL PICTURE

Undoubtedly many motion picture fans wonder why Adolphe Menjou, whose latest starring vehicle, entitled, "A Night of Mystery," now showing at the Capitol Theatre, has always been cast as a foreigner, when he himself is a native of the United States. Menjou answered the question himself in an interview recently while his current starring vehicle was in production at the Paramount Hollywood studios.

"Everyone loves romance," Menjou said, "and the continental type is the romantic type. Americans always associate romance with France, and when I decided upon that characterization I made certain of that point. Further, I am able to portray the Frenchman and to appear French by virtue of my French ancestry."

On the stage at the Capitol this week are Robin and Hood in a special fantasy novelty—Bruce Hamilton, the American tenor; Betty Fannon, a clever little acrobatic dancer; Harold Bechtel and the Capitol concert orchestra.

Suspense Lightened By Near-comedy In Famous "Dawn" Film

To inject comedy into such a film as "Dawn" would seem to be sacrilege. Yet something akin to comedy is naturally required to relieve the tragic episodes with which the picture deals. Author and director have succeeded, therefore, in interpolating many bright spots in a manner wholly fitting to the subject matter.

On the stage at the Capitol this week are Robin and Hood in a special fantasy novelty—Bruce Hamilton, the American tenor; Betty Fannon, a clever little acrobatic dancer; Harold Bechtel and the Capitol concert orchestra.

It was to her husband that Nurse Cavell appealed to assist the escape of the first refugee she befriended. The

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Where To Go To-night

Columbia—"The Cruise of the Hellion."
Variety—"The Brute."
Capitol—"A Night of Mystery."
Coliseum—"Love Me and the World Is Mine."
Dominion—"Ladies of the Mob."
Playhouse—"Salute to Women."

Pitons owned a barge which made frequent trips to Holland.
On the canal quays at Mollines they all knew Madame Pitou. She had a tongue, that, one, and Mon Dieu, her fingers! Her man? Poor chap, there was not much he was allowed to say. No one bothered about him.

He expostulated with Miss Cavell. "It can't be done. The barge is searched."
"But" (this from Miss Cavell) "in an empty barrel..."
Eager, the madam—a vast woman, squeezing herself through the entrance from the dock, and feeling her ponderous way down the ladder. A husky, booming voice, and she said: "Well! What's it all about, this?"

"I have been telling your husband about Jacques—the son of your old friend, Marguerite Rappard. The Germans are after him... he is hidden in my house... he will be shot. I have come here to ask you to help."

"Your husband says it's too dangerous."
"My husband is a wretched creature,"
"Pardon, my adored. I said it was against the law..."
"Who invited you to speak, animal? Is it your barge? Name of God, sweep this cabin, and leave us to talk..."

And so the system of aiding refugees began and grew.
"Dawn" will be screened at the Coliseum for the week of August 20 under auspices of Canadian Educational Films Limited, with two shows daily, starting at 2:30 and 8:30. There will be an impressive prologue and an augmented orchestra.

STRENGTH OF FIRE-KILLED TIMBER

Recent tests at the Department of the Interior's Forest Products Laboratories, Vancouver branch, show that western cedar poles from fire-killed timber have practically the same strength as those obtained from green trees.

L. BULLOCK-WEBSTER PRESENTS "The Passing of the Third Floor Back"

CAST
Miss Noel Casack
Miss Scowcroft
Mrs. J. Edmund Corby
Miss Ethel Mackay
Miss Marjorie Gates
Miss D. Sprinkling
Mr. Leonard Nichols
Mr. Noel James
Mr. F. W. Parsons
Mr. Eric Byrne
Mr. Randolph Stuart
Mr. Glen Davies
Mr. James Gibson

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Friday and Saturday Evenings and Saturday Matinee, September 7-8

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NEWS DOMINION COMEDY TRAVEL
On the Stage—Afternoon and Evening
EDDIE WILLIAMS
BASSO, IN SONG SELECTIONS
USUAL PRICES

Sailors Wives

With Mary Astor and Lloyd Hughes
Also Laura La Plante in
"The Love Thrill"
PLAYHOUSE

MONTE BLUE

In
"The Brute"
Also On the Same Bill
"THE WHOLE TOWN'S TALKING"
Starring Edward Everett Horton
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ADOLPHE MENJOU
The Prince of Actors in
"A NIGHT OF MYSTERY"
With EVELYN BRENT
Also COMEDY—NEWS—REVIEW
On the Stage Twice To-night at 7.00 and 9.00
Robin and Hood in "A Fantasy"
Betty Fannon
Acrobatic Dancer
Harold Bechtel, the singing M.C.
Capitol Concert Orchestra—A. Prescott, Director

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CANADIAN EDUCATIONAL FILMS LTD. PRESENT
The British Film
Masterpiece

"DAWN"

WITH
Sybil Thorndike
AS
NURSE CAVELL

TWO SHOWS DAILY—2.30, 8.30
Matinees, 30c. Evenings, \$1.00, 75c, 50c
All Seats Reserved

COLISEUM

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"The Cruise of the Hellion"

A Tale of the Sea
With Tom Santschi, Edna Murphy and Sheldon Lewis
A Rival to "The Sea Hawk"
Also
"The Scarlet Arrow"
With Francis X. Bushman Jr.
COMEDY "KRAZY KAT" ORGAN
THE FAMILY THEATRE

COLUMBIA

TO-NIGHT—CASH PRIZES
"The Cruise of the Hellion"
A Tale of the Sea
With Tom Santschi, Edna Murphy and Sheldon Lewis
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THE FAMILY THEATRE

NURSE CAVELL FACING THE COURT-MARTIAL



One of the dramatic scenes in "Dawn," the celebrated British film, with Sybil Thorndike as Nurse Cavell, which opens at the Coliseum on Monday.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—abnormal, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost countless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—vigorous strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY.

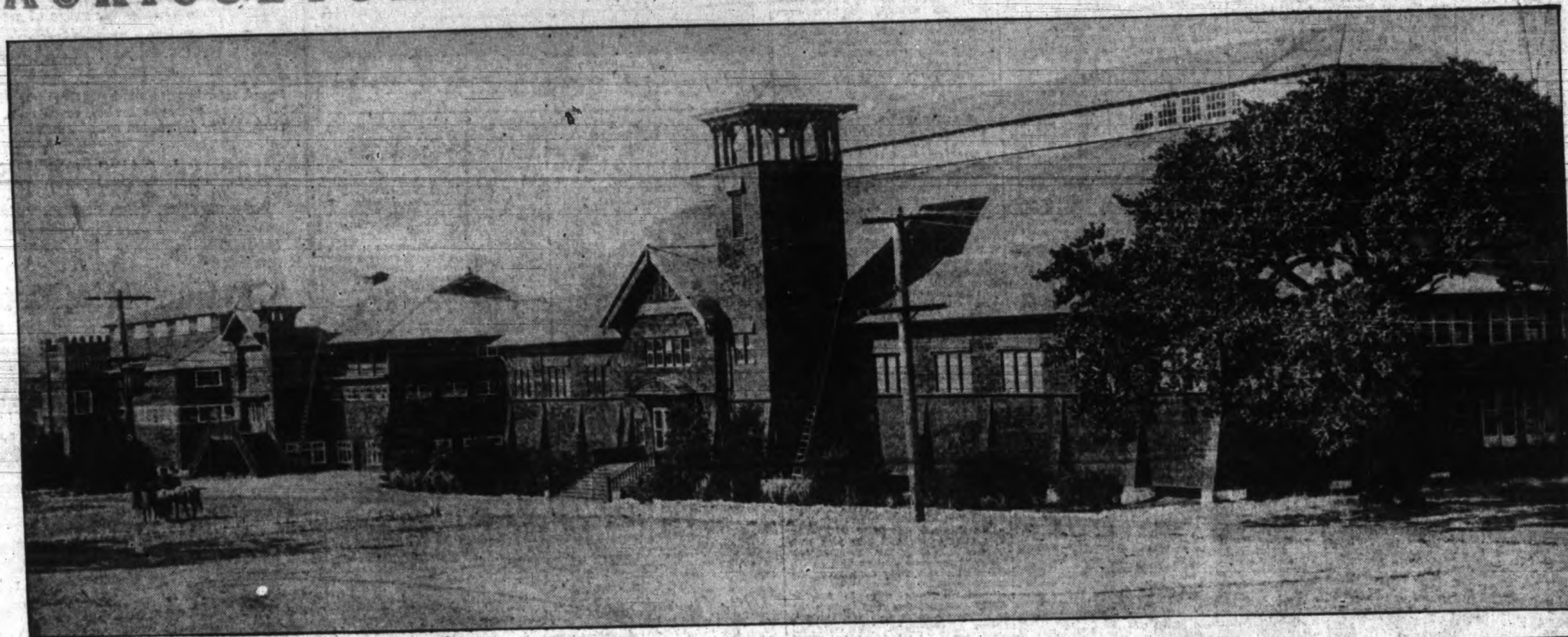
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taken by any other known combination. Specially as it is taken in accordance with the directions accompanying it, it is a powerful restorative. This wonderful medicine is suitable for all ages, and its constitution is unimpaired, in either sex, and is difficult to imagine a disease or derangement to which it is not a permanent remedy. It is sold by all chemists, druggists and health food stores. Sold by leading Chemists, or either by the nearest branch of the LECHE & CO. Dispensary, 21, W. A. London.

VICTORIA, B.C., SATURDAY, AUGUST 18, 1928



FAIR WEEK

AGRICULTURE - INDUSTRIES - AUTOMOBILES



Thanks Helpers for Co-operation



W. H. MEARNS
Energetic secretary of the British Columbia Agricultural Association, who extends thanks to the many workers who have co-operated to make the show opening at the Willows on Monday a record one in point of entries.

Curtain Rises Monday On Record-making Exhibition

THE curtain will rise Monday at the Willows Fair Ground on the greatest Provincial Exhibition ever held in Victoria. In point of entries and general interest a record has been established.

The great livestock entry this year has established the fair in its high rating on the Pacific Coast and throughout Canada. Cattle from some of the finest herds on the continent will be shown with United States and Canadian breeders keen rivals for honors. So great has been the horse entry that new stables have had to be erected. Poultry, rabbit and goat shows will be staged under the auspices of different organizations and reports show heavy entries.

A good growing season gives promise of exhibits in the agricultural and horticultural sections that will eclipse those of any previous show.

The manufacturers' building will be crowded, space having to be refused to many applicants. A great skidway will provide the main amusement feature.

Honorary President of Association



HIS HONOR ROBERT RANDOLPH BRUCE
Honorary President of British Columbia Agricultural Association

GREATEST FAIR EVER OFFERED OPENS MONDAY

British Columbia Agricultural Association Organizes Remarkable Array of Exhibits and Amusements at Willows Exhibition; Hon. S. F. Tolmie, Premier-designate, to Officially Open at the Formal Opening Ceremonies on Monday Afternoon at 3 o'clock in Main Building

The greatest show ever offered for the entertainment and instruction of the people of Vancouver Island will be on view at the Willows next week. The British Columbia Agricultural Association will throw open the gates of the fair on Monday at noon, and at 3 o'clock Hon. S. F. Tolmie, Premier-designate, will officiate at formal opening ceremonies, scheduled to take place in the Main Building. This will be the first time in forty years that the exhibition has been opened on the first day, and the management is insistent that every exhibit be in place on time.

The exhibition will far outclass in all departments any previous offering at the Willows. In addition to an unusually fine daily card of races, with speedy runners attracted by augmented purses, the Agricultural Association has arranged for a large number of new attractions for the skyway. Every foot of land in the spacious grounds which is capable of use by attractions has been contracted for by commissions or exhibitors.

In the gaily decorated Main Building will be found hundreds of attractive exhibits, representing the agricultural development of Greater Victoria and southern Vancouver Island. The demand for space has this year been one of the most serious problems facing the fair executive, and despite wholesale refusal of accommodation to commercial displays accustomed to exhibiting in the Main Building, the association finds that the array of flowers, fruits, vegetables, dairy and other agricultural products are most difficult to display with the art which the management would desire.

GAY SCENE

Beneath a colorful display of bunting the Main Building will this year present an arrangement which will accentuate the spacious character of the great structure. There will be no commercial structures on the centre of the floor, which will be occupied by long lines of tables, winding into perspective when viewed from either end of the hall. On these tables will be arranged the thousands of competing entries, with the floral sections grouped together at the south end.

WONDERFUL FLOWERS

According to expert horticulturists, the flowers to be shown this year at the Willows will exceed in quality and variety anything of the type ever known. The treatment has been ideal, and the development of public interest in dahlias, roses, gladioli and sweet peas, following popularization in recent years of new varieties made available on a commercial scale, has resulted in a tremendous entry of blooms grown by home gardeners with complete domination of half the great hall by the floral display. Never in the history of the exhibition has it so truly advanced southern Vancouver Island as "The Land of Glorious Blooms." So great has been the demand from competitors for accommodation, the management has been compelled to relegate commercial floral displays to wall locations, where they will show to fine effect.

WOMEN DRIVERS LIKE NEW BUICK

Buick's thousands of women admirers will find the Silver Anniversary Buick a car over which to exclaim in wonder and delight. Not only in its captivating style, but in its remarkable ease of handling and its generous provision for the comfort of driver and passengers, the Buick is said to be without a peer anywhere.

Numerous refinements made in the driving compartment of the 1928 Buick are now supplemented by additional changes appealing to both men and women. For example, the car is now fully adaptable to the requirements of any individual. Its adjustable steering wheel column is retained, and the front seat in every closed model is now adjustable also. Adjustment is accomplished with one hand, by means of a small knob just below the front edge of the seat cushion, and can be made without disturbing either driver or passenger.

Another requirement over which

owners will be enthusiastic is the electric windshield wiper with tandem blades. This type of wiper not only maintains an even speed regardless of engine speed, but cleans the entire windshield.

Still another improvement is the new Buick instrument panel, with its grouping of instruments. The panel is provided with two-way illumination, and all instruments are large enough to be easily read.

All control levers are within easy reach, the shift lever curving back toward the driver. Drivers accustomed to spending much time on the road will appreciate the new accelerator pedal and foot rest, designed to permit movement of the foot while driving. There are also new front compartment ventilators, easily operated by the foot.

Theft-resisting door handles will give when forced, without allowing access to the car.

Spacious cushions, wider rear seat and new and pleasing interior finish complete the most comfortable and luxurious ensemble Buick has ever offered.

NEW CHEV. TRUCK HAS FOUR SPEED TRANSMISSION

The Chevrolet Motor Company of Canada announces this week the addition to its line of a new utility truck. The new truck, which embodies several improvements, chief of them a "four speeds forward" transmission, four wheel brakes and channel steel bumper, went into production in the various Chevrolet plants recently. It will be on view this week in dealers' showrooms throughout the country.

The four-speed transmission will insure a more efficient application of engine power. The extra low speed gear provides maximum pulling power on heavy roads and steep grades, while normal driving requirements are met as usual with second, third and fourth speeds. Starting strain on the motor is reduced to a minimum. A power take-off port, to which various power devices can be applied, is a further feature of the transmission.

The four-wheel brakes are non-locking, and supply a total of 317 square inches of braking, aside from an entirely separate and independently operated set of emergency brakes on the rear wheels. The front wheel brakes are of the internal expanding type, the rear wheel service brakes of the external contracting type, insuring quick and positive stops regardless of grade or speed.

A new low loading height, forty-one inches from the ground, is made possible by a special "kick-up" feature of the long chassis. An unusually long frame support, extending behind the centre of the rear axle, assures proper load distribution.

Rigorous and exacting tests, covering thousands of miles over all types of roads under winter and summer climatic conditions, were applied to the new truck at General Motors proving ground before the Chevrolet engineering division approved of it for production.

WRITER TELS OF SCENES ON EASTERN TRIP

New York-Montreal Run Through the Catskills to the St. Lawrence Pictured

James O. Sparring of Montreal, writing of a motor trip from New York into the province of Quebec, gives an interesting account of the trip in The New York Times. It follows:

"The highway from New York to Canada, out of New York City, has to clear nearly 400 miles of the Empire State before entering the Dominion. And before entering the Dominion, the 400 miles are likely to stretch out before him merely as distance to be covered at high speed, in a mental blank.

"No man can drive around Storm King Highway and remain unconscious, however. The fascination of this drive is that, no matter where you are, the road seems satisfactorily safe but dangerous ahead. It is smooth, and stoutly guarded from the Hudson River below. But as you roll along and look ahead to the next precipitous cliff, you see what appears to be a footpath cut into the rock. You are sure you'll be dizzy when you get there, and you apprehensively admit to yourself that, after all, with all its virtues, your car is not a mountain goat. But when you reach the ledge, lo and behold and believe, it's a smooth highway—safely secured from the river by a thick stone wall. It's thrilling to have been thrilled by such a threat of danger covering such an assurance of rock and asphalt safety. Even the signs warning the motorist to look out for landslides are amusing. A landslide so near Columbus Circle seems less probable than a cyclone in Central Park. The drive puts Canada 600 mental miles away.

IN THE MOUNTAINS

"Beyond Storm King, Canada is still miles and miles away. You've stopped to think about something else, if not something more, but now your thoughts return to the Dominion again. After all, that's what you are going, and off in the Catskills, or rather, on the edge of them, if you have the time and the impulse, you turn off at a magnificent run up to Tannersville. It is up some 2,000 feet, or more, through a gorge that goes deep into your consciousness. You are aware of runs and rests it does something to a man to be aware of magnificence. Canada is 1,000 mental miles away. You return by way of Catskill Village. You run on. On toward Canada. It's where you are going, after all.

"And then, approaching Elizabethtown through a winding road that the mountains seem to permit, you become aware of something more than miles again. The nature being natural. Your pipe goes out. Growing things have more life than dead leaves.

"Soon after leaving Elizabethtown, the Ausable River adds itself to the scene. Mountains rise around you, the river alternately races and spreads out in smooth indolence below. Here again is magnificence, more of it and closer at hand. You do not rhapsodize, perhaps. You shouldn't, unless you have words that a Shakespeare might use. You merely look and bite your pipe stem as you drive along. You feel that it's good for your soul as well as the digestion to get away from Broadway once in a while.

"And when you come to Aumale Chasm, whether you stop to take the trip through it or not, you reach a climax of awareness. You have no words for it. Geologists have. They can tell you how it was made. And that enhances it, if yours is a comprehensive mind. They add immeasurable time and irresistible force to the scene. You see a river running between deep rocks, they show you a current cutting its way through stone without regard for generations of men.

"But what you see is enough. Explanations are not necessary. The scene itself is sufficient, even if your words are not. You need only echo the subtitle spoken by Douglas Fairbanks in an old motion picture when, in his fictional character, he looked upon the Grand Canyon for the first time and exclaimed, 'Golly, what a gully!' It is. Say no more. Feel it all. Canada is 2,000 mental miles away.

ON TO CANADA

"But the border soon becomes a reality. You reach Roules Point. There's nothing to do there except stop at the American Customs House and let them tell you to proceed. "You pass the international boundary line and drive on. You would not know you were in Canada, were it not for the fact that road signs are in both English and French. You also see liquor advertisements by the way, including one announcing that you are now in a land where 'American Eye Whisky' may be obtained. At this you step on the accelerator, perhaps, and run by exceedingly fat white pigs and apparently contented Canadian cows, until you come to the village of Lacolle, where the Canadian Customs officials stop you.

"Here you must declare yourself, your car and the world's goods, with which you happen at the moment to be endowed. And at this point let a warning be heard. Two warnings, in fact.

"First, be sure to have the motor and serial numbers of your car on hand. They'll be on your certificate if you happen to have brought it along. But if you are driving a stolen or borrowed car, the only place you can find them is under the coating of oil, grease and dirt on the engine itself, and if it is any more messy job than cleaning off a motor to find out what its identification number is, a good many years of automobilism, in the life of the present writer, have failed to discover it. At the least, it means registering at the hotel in Montreal with black-rimmed finger nails.

"Second, if you bring any guns, fishing rods, canoes, tents, musical instruments or other things besides wearing apparel and guide books along, be prepared to put aside cash equivalent of the duty on them. They are admitted 'duty free,' but only after you take them out of the Dominion. Before you enter, you have to deposit regulation customs fees, and if you re-enter the United States by some other port than that by which you left, the money is returned to you by mail after you get home. In any event, you cannot use it while you are in Canada.

"But, though your mind has been thousands of miles from Canada while travelling through generously scenic New York, when you reach the Domina-

OPENS EXHIBITION AT WILLOWS MONDAY



HON. S. F. TOLMIE
Premier-elect of British Columbia, who will open the Victoria Fair Monday.

ton it is there—there, in all the glory of the St. Lawrence and Montreal piled upon the other side. You are coming to a city again, the fifth largest in North America, it is said, but you are urgent for concentrated civilization now. "You arrive, however, after some pretty hard straining at the wheel. You've stopped—you've been stopped—in the Catskills and Adirondacks, by rivers, mountains and lakes, but for many miles you've been pounding Saugerites and run up to Tannersville. You go to the hotel. You bathe, you dress, you eat. Maybe you taste a glass of wine. At any rate, when dinner is finished and twilight is settling in on Montreal, you are in a relaxed condition of body, a quiet frame of mind. Excursion does not appeal to you. You do not want to drive, nor walk, nor even talk a great deal.

"Therefore, for the first evening, to ease you into a mood of restfulness that makes rushing automobiles and urgent road signs seem remote, a ride around Montreal is recommended. A two-hour drive at twenty blocks an hour in one of the antique Victorians that still follow indifferent horses around this town.

"To-morrow you will move on. With your foot on the accelerator and your hands on the wheel, you will shoot through this city and on toward the city of Quebec. It will be glorious. But to-night, the old cabanon on his seat, the smiling nag, and the high-wheeled, gently rocking hack release the tension of the past two days. Canada is gently here and now."

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VICTORY SIX POPULARITY

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of the Same and Higher
Prices

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Body of Double Outer Shell Construction
Prevents drumming sound, adds strength

Body Bolted Direct to Chassis Frame
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Ensures easy riding and safety

Economy in Operation
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Power—Develops 60 Horsepower
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All prices f. o. b. Windsor, taxes extra
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The U. S. Patent Office has granted patents to the Hudson Motor Car Company on the "F-Head" high-compression motor. The patent—No. 1,656,051, relating to internal combustion engines—covers the entire arrangement of valves, spark plugs and combustion chamber.

With the new patented design Hudson motors now are built with a compression ratio of nearly 6 to 1—or 20 per cent above the average—with correspondingly high standards of acceleration, fuel economy and power. It is practically impossible to make the motor knock under even the most adverse operating conditions. The motor is the liveliest, most powerful and economical Hudson has ever built.

And it gives the most brilliant performance in Hudson history, far in advance of anything the industry has known.

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STAGING FAIR GIGANTIC TASK FOR OFFICIALS

Twenty-two Classes With Hundreds of Sections Means Much Detail Work; President W. H. Munroe and Secretary W. H. Mearns Find Help From Capable Executive and Advisory Board and Experienced Fair Workers; Variety of Classes Shows Broad Appeal of Exhibition

With twenty-two classes and over two hundred and fourteen sections in some of the classes the work of handling the entries and the huge prize list for the Provincial Fair at the Willows is a gigantic task which few but those closely in touch with the working of the exhibition realize. While the amusement features of the fair have never been neglected, the primary object of the fair, the competition of farm and agricultural products to encourage the best breeding of cattle, horses, sheep, swine, poultry, rabbits and horticultural and agricultural production, always is outstanding, and the great variety of classes makes this appeal broad.

Experienced men and women are placed in charge of each class and the efficiency with which they are managed has frequently drawn favorable comment from exhibitors competing at many other fairs. Upon W. H. Mearns, secretary of the British Columbia Agricultural Association for five years during the fair week, but a capable staff, many of whom have had years of experience of fair work, help considerably in lightening the heavy burden of the secretary.

An advisory board of farmers and business men consists of men whose experience makes them capable of giving sound advice in some of the scores of branches of the great fair from staging the manufacturers' exhibits, allotting space, to handling the competitive exhibits.

The whole organization comes under the able direction of W. H. Munroe as president, and consists of:

Patron—His Honor Lieut.-Governor Robert Randolph Bruce.
Officers—W. H. Munroe, president; E. M. Whyte, Alberni, first vice-president; A. D. Paterson, Ladner, second vice-president; H. Webb, Chilliwack, third vice-president; David Spencer, Victoria, fourth vice-president; Mrs. H. Crocker, Victoria, fifth vice-president.

Executive committee—W. H. Munroe, Alderman Brown, Alderman Woodward, Alderman Litchfield, A. E. Humphries, Geo. Sangster, W. H. Mearns, secretary. Chairman of Executive sub-committee—E. M. Whyte, agricultural division; Alderman Litchfield, industrial division; A. E. Humphries, sports and attractions department; G. Sangster, livestock and yard department. Advisory board—Anketell Jones, Duncan; Mrs. Savory, Victoria; Mrs. Simmonds, Victoria; Mrs. Bradley Dyne, Duncan; J. McL. McIntosh, Victoria; P. H. Moore, Coquitlam; Geo. Attwood, Victoria; Jas. Turner, Sidney; John S. Stroyan, Victoria; M. Blackstock, Victoria; T. R. Purdy, Victoria; Mrs. McKinnon, Victoria; D. D. McTavish, Duncan; N. Grimmer, Pender Island; W. Waldon, Duncan; Frank Sere, Victoria; W. Paterson, Koksilah; W. Miller, Higgs, Galiano Island; R. H. McKinnon, Victoria; R. Layritz, Victoria; Jas. Wood, Cowichan; J. T. Higginson, Sardis; H. D. Reid, Victoria; Geo. Clark.

Victoria; Geo. Palmer, Victoria; Mrs. E. W. Darcus, Victoria; Geo. I. Warren, Victoria; Whitney Griffiths, Metchostin; Major Hibben, Victoria; R. M. Palmer, Cowichan; T. A. Tomsett, Victoria; Robert Mayhew, Victoria; Frank Partridge, Victoria; A. H. Dobson, Victoria; H. A. Leigh, Victoria; Thos. Walker, Victoria; F. Rouchie, Victoria; W. H. Brown, Victoria; A. Knowles, Victoria; R. H. Cunningham, Victoria.

The twenty-two classes of the show are as follows: Horse section; cattle section; sheep section; goat section; swine section; boys' and girls' livestock clubs; stock judging competition; poultry and pet animals; rabbit section; district exhibit prizes; agricultural products; garden produce; horticultural department; floral department; dairy produce; apiculture; art department; women's department; natural history department; Indian department; manufacturers' and industrial department; school exhibits.

The horse section of the show is in charge of George Sangster; the cattle section, H. Webb; goat section, George Palmer; swine, T. E. Harrup; boys' and girls' livestock clubs, James Turner; poultry and pet stock, Victoria Poultry Association; agricultural products, J. B. Purdy; apiculture, British Columbia Honey Producers' Association; Mrs. F. A. Greenwood, secretary-treasurer; women's department, Mrs. Crocker.

Another unusual truck of the modern "fast heavy" class has been announced by the Federal Motor Truck Company. Spurred on by the instant popularity of the A-6, introduced several months ago, Federal developed the new Model T to give all the good features of this fast and flexible model, but with greater capacity.

The new Federal is of two and two and one-half ton capacity and is provided with either four or six-cylindered motor, optional with the purchaser. The four-cylinder model is essentially for heavy-duty work on short hauls. For this reason it is equipped with a governor.

The six-cylinder job is designed for speed as well as power, to carry its maximum load with the smoothness and flexibility upon which economy depends as mileage piles up.

DETAILS REFINED
No one feature of the new Model T can be pointed out as a revolutionary departure from standard Federal construction and good truck practice. It is, however, loaded with detail refinements that make it an outstanding engineering achievement in the eyes of the motor truck trade.

Both motors—the four and six—have the unusual equipment that is characteristic of Federal trucks of the "fast heavy" type. Air cleaners, gas strainers, built-in filters and full-force-fed lubrication are among these. Four-wheel hydraulic brakes are a standard equipment. These are of a type especially adapted to truck use in general and Federal in particular, with a powerful, smooth and certain action.

APPEARANCE AND FINISH CATCH PURCHASER'S EYE FIRST

In the purchase of a modern motor car, the buyer is coming to devote his attention more to matters of appearance, quality of finish or detail and to convenience than to mechanical features and performance records, in the opinion of Hal Green, Seattle. "There is a reason for this change. It is not because the motorist is less careful of gas mileage, pick-up, long life and similar things than before, but because he knows that so far as he is concerned, automobiles in any given price class have reached a common level of mechanical excellence. Unless he is an expert, it is impossible for the buyer to find much difference between mechanical qualities of different type cars or to discriminate accurately as to power, economy, etc.

KEEN JUDGMENT SHOWN
"On the other hand there is every chance for the exercise of keen judgment and individual taste in matters of looks, finish and convenience. I can illustrate this by pointing out a few of the things which in many cases have contributed largely to the tremendous sales of the new '400' series models of Nash. It would amaze many buyers whose habits are the same as they were years ago to know that a majority of people will now reject or accept a car simply because of a single feature like depth of seat.

"Appearance is, of course, the biggest single factor. In the past the strangeness which anything entirely new carries, the Nash '400' sedan bodies were instantaneously popular. Comments reported by salesmen indicate certain items of the general ensemble are particularly favored. Thus a model may be bought or passed up because of color alone. Barrel type headlights and cowl lamps, heavy, massive and fully chromium plated to resist rust and tarnish; completely concealed lamp wire; a striking radiator emblem, as a coat-of-arms rather than the conventional name-plate, and front fenders rounding gracefully with the wheel, as well as back fenders and car back shaped to a similar contour, are collectively and individually in demand by many motorists.

NONE ARE NEW
"None of these things are new with the Nash '400' except in Nash appli-

HOW'S SHE HITTING HINTS ON CAR CARE

By ISRAEL KLEIN
Science Editor, NEA Service

The spark plugs tell the condition of your engine. Vice versa, the action of the motor will tell whether the spark plugs are giving full service. It is therefore essential that these little ignition units be kept in the best of condition. Tests have been made by ignition engineers into the working of this part of the motor, with the result that we have quite exact information concerning it.

This information, coupled with advice on spark plug and motor maintenance, should assure the motorist a good running car, provided he follows it.

Gasoline has several elements, including sulphur, that cause spark plugs to wear away. If sulphur is present in an excessive amount it will hasten deterioration of the plug electrodes as well as the valves. When the electrode is worn away by the action of sulphur, cleaning with emery cloth or a scraper will do no avail. Another source of deterioration is the iron content of the gasoline. This in time leaves a brown coating over the insulator. This coating, under certain conditions, is a good electrical conductor and causes misfiring of the engine because the spark current travels through the coating instead of jumping the gap. Since the coating can't be cleaned off readily, the best remedy is to change plugs.

Worn out spark plugs cause misfiring of the engine, which in turn produces the following six major troubles:

1. Oil pumping, causing formation of carbon and sticky deposits.
2. Poor starting and excessive drain on the battery.
3. Poor running.
4. Higher gasoline consumption.
5. Higher repair expenses.
6. Poor driving satisfaction.

The condition of the motor can be revealed by examination of the spark plugs.

If the base of the plug is covered with a dry, hard lump carbon formation, the engine has good compression but is consuming too much oil.

If the base of the plug is covered with oily carbon, the engine is losing compression and is pumping oil.

If the plug base is covered with a fine, soft, dry, carbon-like lamplike, the engine has good compression but the carburetor is set too rich or the choke is not opening all the way.

If the base of the plug is wet with clean oil and gasoline, the ignition system is defective, and isn't furnishing the proper spark to ignite the charge in the cylinder.

By making proper adjustments in spark plugs and the rest of the ignition system you may save gasoline and oil, reduce the wear on the engine to a minimum and realize quiet and powerful operation.

It is recommended by spark plug engineers that these units be renewed about once a year.

Keep Clutch Engaged When Car Is Coasting

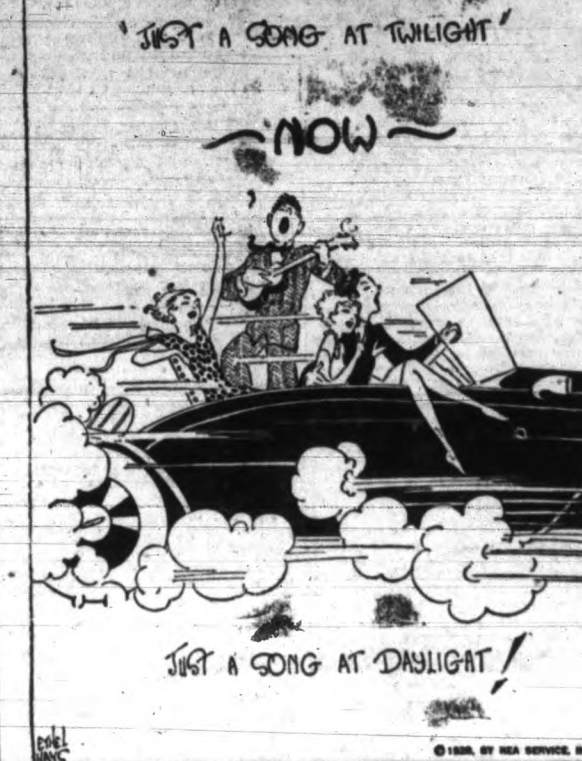
Do not release clutch when coasting down grades. Keep the clutch engaged with the engine running at car speed, but throttle down as closely as possible.

Disengaging the engine and letting it idle slowly or stop entirely, while coasting, undoubtedly saves some gasoline, but it involves wear in the clutch throw-out bearing, which is a more important consideration than a slight saving of fuel.

Coasting with the engine clutched in causes it to exert some braking effect and saves wear and tear on the brakes.

Battery Acid May Easily Ruin Gloves

It is possible to ruin the best pair of gloves if used to replace caps on the



top of the battery where water and acid have collected. A mass of holes will appear in the leather due to the strong chemicals. Acid that gets on the hands during the process will not injure the skin. It will be well, however, to wash the hands thoroughly after the job is finished.

Sport Touring Car Announced in Dodge Victory Six Models

Addition of a sport touring car to the Victory Six line has been announced by Dodge Brothers (Canada) Limited, the body being leaf mould brown trimmed in beetle green. Upholstery is tan shark grain leather. Standard equipment includes six wire wheels, the two spares being mounted in welded front fenders with trunk rack in rear.

Nickel plating of the windshield frame, head and cowl lamps, stanchions, moldings, steering column, gear shift and hand brake levers, bumpers, spare tire carriers, door handles, hood hinge and latches and hub caps add unusual beauty to the car. The windshield is designed so it can be pushed over forward when the top is down.

Instrument board equipment contains the starting button within easy reach of the driver. Grouped under a single glass panel illuminated by a hooded dash light are the speedometer, ammeter, fuel gauge, oil gauge and engine temperature indicator.

Roominess in both front and rear seats is featured in the body construction. Seat cushions are built unusually wide and deep and adjusted at angles for maximum riding comfort. Riding qualities are completed by four shock absorbers, while internal expanding hydraulic brakes match the acceleration and speed developed by the Victory Six engine.

Graham-Paige Co. Planning Additions To Its Body Plants

Extensive additions, to a total cost of \$1,500,000, have been begun by the Graham-Paige Motors Corporation at its main plant in Detroit and at its body plants at Wayne, Mich., and Evansville, Ind. The new buildings and equipment, designed to increase production facilities from 400 cars to 800 a day, have been made necessary to meet the demand for the new line of cars introduced this year by three Graham brothers, the past six months' sales having exceeded any previous entire year and doubled the 1927 total.

The construction programme, either under way or about to begin, includes the following:

Evansville—Work on a new body plant, to cost close to \$700,000, will begin at once. The plant will be ten building units, each 90 by 240 feet. It is expected to have the plant ready for operation in November.

Detroit—Two machine shop additions, each 505 by 80 feet, addition to receiving building, and construction of a second story 99 by 284 feet addition to engineering building. Total floor area, 126,800 square feet; cost, \$325,000. New machinery and equipment, \$260,000.

Wayne—Addition to body plant, 100 by 400 feet, together with machinery and equipment, to increase capacity to

Fair Tempts Indians To Demonstrate Skill

Indians of British Columbia, whose work is in such demand by tourists to this Province from other parts, are encouraged to show their skill at producing the picturesque and attractive articles that catch the eye of the buyer through the Victoria Fair Fair, opening at the Willows next Monday. There is an Indian department of the fair with twenty-seven classes, half of which are devoted to this class of work and the other to agricultural products. The Indians are invited to exhibit canoes in miniature, with paddles

painted Indian style; model in miniature of an Indian house, with totem poles and carvings; native-made shoes, wooden fish hooks and herring rakes, Indian-made baskets, mauls, plait and ornamental; silverwork, such as bangles, bracelets, brooches and spoons; gold work; totem poles in stone or black slate, canoes or clothes or otherwise the best carving in stone and antique symbolic carvings. In agricultural products they are invited to show wheat, oats, collection of grains, potatoes, turnips, carrots, cabbage, pumpkins, squash, apples and pears.

KEEP TOOL KIT READY

The tool kit should not lack anything that might be of use in emergencies when preparing for an extended tour.

The extra equipment should include tubes, tires, shoes, tube patches, cement, a crank, a fan belt, a timer distributor, tire tube valves, one or two headlight and tail-light bulbs, a strip of fuse-wire, some adhesive tape, an extra brush for the timing device, a tow rope and tire chains—also an emergency quart or two of gasoline in a sealed can.

Skidding is likely to occur unless the braking force is equal on both sides, even when a car is equipped with four-wheel brakes. Some cars are designed to brake with greater force on the rear than on the front wheels and this should be checked without delay.

FEATURES WHICH MAKE Federal Trucks

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- Seven Bearing Crankshaft
- Hydraulic Brakes
- Four Speeds Amidship Transmission
- Rubber Mounted Motor

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Do Not Fail to See and Ride in THE NEW STUDEBAKER STRAIGHT EIGHT

Five-passenger sedan—with its 109 horsepower motor which gives the utmost in motor car performance

And try the

NEW ERSKINE SIX

in the small car field for a thrill

Studebaker background has put the NEW and larger Erskine Six in the foreground... it has everything—style, comfort, speed (1,000 miles in 984 minutes) and the prestige of 76 years of quality manufacture.

Drive it!

JAMESON MOTORS LTD.

Distributors of Studebaker and Erskine Motor Cars on Vancouver Island
742 BROUGHTON ST. PHONE 2246

Made in Canada by

STUDEBAKER
The Great Independent

Chrysler Announces The New De Soto Six

Latest Product Brings Unique Style, Beauty and Comfort to Moderate Price Field; Built in Seven Body Styles

The new DeSoto Six, generally regarded as Walter P. Chrysler's most important engineering offering to the motor public since the appearance of the original Chrysler car, is about to go on display throughout the country. The new car exhibits a degree of style, beauty and roominess hitherto unknown in its price field. It is built in seven body styles.

While preserving a distinctly individual appearance, the DeSoto Six instantly proclaims its Chrysler parentage and its Chrysler heritage of standardized quality. It will, DeSoto-Chrysler



De Soto Six - Sedan

officials believe, cause a sensation in its price class equalled only by that which the original Chrysler car caused when, four years ago, it materially advanced the standards of the entire motor car industry. The DeSoto Six is, officials add, Mr. Chrysler's answer to the insistent demand for a bigger, more powerful and more luxurious car in the field of lower priced sizes.

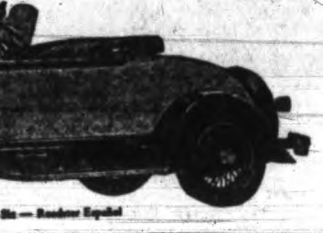
Flashing getaway, smoothness of operation at all speeds and instant stopping power, with all the power and performance characteristics for which Chrysler cars are known the world over, have been incorporated into the Chrysler-built DeSoto Six. The engine, of Chrysler design and manufacture, has an S.A.E. rating of 21.6 horsepower and actually develops in excess of fifty-five horsepower. The "valve-in-head" design, using any standard grade of gasoline and extracting the maximum in power, hill climbing ability, acceleration and speed, is standard equipment. The famous "red head," which obtains even greater speed and power from high-test fuels, is also available.

REMARKABLE ENGINE

The remarkable power of the DeSoto engine is accounted for by incorporating many high-grade features, carefully engineered. The crankshaft is unusually heavy, rigid and short for the size of the engine. It is 30-29-32 inches long and its main bearings are 2 1/2 inches in diameter. Centrifugal force have been neutralized by counterweights installed on the crankshaft, thus eliminating vibration and reduc-

ing bearing pressures. In addition, careful static and dynamic balance of the crankshaft to limits as close as 1-10 of an ounce insures a smooth and constant flow of power at all engine speeds.

Pistons are of the Iso-Therm Inverted type which have proved so successful in Chrysler cars for the last several years. Piston rings are of the new tongue and groove construction, used in Chrysler cars, bringing an added assurance of satisfactory performance. Positive full pressure feed to all camshaft, crankshaft and connecting rod bearings. The oil pump has been placed at the right side of the motor where it is accessible. Crankcase ventilation, oil filter, air cleaner



De Soto Six - Roadster

and extraordinarily large valves are additional mechanical features. Inlet valves are of chrome steel, while exhaust valves are of silchrome steel.

Controlling the speed afforded by the DeSoto motor are internal expanding hydraulic four-wheel brakes of the latest type. Chrysler engineers, who designed these brakes so that they are completely housed and are unaffected by dirt, dust or water. Mechanical operating rods and connecting parts which rattle and require oiling are completely eliminated.

BODIES LARGE AND GRACEFUL

Chrysler designers have reached a new high point of excellence in planning and executing all seven of the DeSoto Six body styles, which present an appearance of smartness and beauty hitherto confined to much more expensive cars. The DeSoto Six has been conceived as a unit and all parts are in proportion to each other, with the result that the car possesses a symmetrical balance seldom found in automobiles of any price class. Radiator lines are new and distinctly smart, and so cleverly have symmetry and harmony in body lines been employed that the entire car presents a fleet, low-slung appearance which emphasizes immediately its fundamental power and grace.

A glance at the DeSoto reveals a host of new style features. The radiator is high and graceful and its lines are framed in the newly developed Chrysler slender profile radiator shell, which has been adapted to the DeSoto with results that are highly distinctive.

Hood lines melt into those of the cowl, where a narrow band of chrome-plated steel gives an added touch of distinction. All lines of the hood, body and cowl are harmonious and blend perfectly with each other so that nowhere is it possible for the eye to sense a break in the design.



De Soto Six - Sedan

The tops of the closed bodies are curved to harmonize with the arched window silhouettes. The embossed with the windows. Every body detail panel in the side of the hood conforms has been worked out with such care and skill that the resulting beauty and refinement of style can only be realized by a visual inspection of the car. Full crown "air wing" fenders contribute to the appearance of the DeSoto Six, as does the jaunty cadet vicer. Head and cowl lamps of the new bowl type, are chrome plated, as are the tail light and other external bright metal parts. A wide variety of distinctly matched color shades is available in the seven body styles.

ROOMY, LUXURIOUS INTERIORS

Roomy, luxurious comfort is the keynote of DeSoto Six interiors. From every angle the interior finish reflects the care which has been taken to provide for the comfort and pleasure of those who ride in the cars. Seats have been scientifically designed to conform with the most healthful and restful sitting postures. A surplus of leg-room and head-room is evident everywhere, while the soft shading of the upholstery is calculated to satisfy the eye of the most critical passenger.

In the closed bodies the upholstery is of rich mohair while tan pigskin grain leather is a feature of the open styles. Doors are wide and staunchly constructed, and on the closed models they have been provided with large windlamps and a rubber strip to prevent drafts. Further prevention of drafts is secured by moulded rubber drafts



De Soto Six - Coupe de Luxe

plates around the pedals and hand controls. Leather vanity cases, ash receivers, satin finished dome lights, window lifts and robe rails feature the larger closed bodies as do window blinds and other conveniences.

At the top of the steering post, throttle, horn button and bright and dim light control are readily accessible. The instrument panel, as on all Chrysler-built cars, is individually lighted, affording an added advantage in night driving. Its gauges and meters are readily discernible, while the spark and manifold controls have been placed conveniently. Windshield, in the closed bodies, is of the ventilating type and can be raised or lowered, the

to be found in the DeSoto Six in addition to those already mentioned. These include Chrysler's new principle of rubber engine insulation which prevents sound or torque impulses from being transmitted from motor to frame; rigid frame, tied together with four cross supports; new type, self-adjusting spring shackles, eliminating noise, wear and attention; special manifold which absorbs the "warming-up" period in cold weather and prevents dilution of crankcase oil; propeller shaft of seamless steel tubing; shock absorbers, specially designed to work with the springs used on the car; all chrome steel gears in the transmission; small wheels of the type pioneered by Chrysler for better appearance, greater safety and easier riding, and Podo theft protection serial number plate.

"In short," says Mr. Paige, "the De Soto Six is unsurpassed value for a moderate investment. In quality, appearance, style, performance and luxury it is precisely as was promised, the kind of car the whole world expects Walter P. Chrysler to build."

SOONER OR LATER

When the Boston Auto License Bureau ran short of license plates, Thomas Mondello was given a temporary tag which read "license applied for." That was two years ago, and Tom would still be using it, if a suspicious policeman hadn't checked in and arrested him. The judge thought that \$25 would square the account.

PRACTICAL USES

Hot springs in Wyoming are to be put to a new use. Arrangements are under way to pipe the water to specially constructed hatcheries, where the temperature of the water will be reduced to provide heat for incubators. Experiments are also under way to use the water to heat greenhouses.

The use of a good, stiff brush is the most effective way to clean the inside of the top of a car.

EVERY SIXTEENTH AUTO HAS MISHAP ONCE EACH YEAR

One car in every sixteen on the road is in an accident, in which someone is killed or injured, every year, according to records just compiled by the Automobile Club of Washington, which has found further that 98 per cent of all mishaps are due to carelessness or law violation.

These facts show beyond question the necessity for further educating the public to a knowledge of traffic rules and a respect for rights of others, the motor association points out.

Only this work is under way through traffic schools, lectures, posters, newspaper co-operation and magazine articles, but with the increase in novice drivers and with more motor vehicles continually crowding the highways, other agencies must assist.

EXPERTS LAUD NEW CHRYSLERS AND PLYMOUTH

Predict Smartness and Originality Will Revolutionize Car Design

Public Approval Foreseen By Automotive Authorities

Highest praise is bestowed on the new Chrysler and the Chrysler-Plymouth by automobile experts, writing in the leading automotive publications, points out R. H. Mulch, sales manager of the Chrysler Corporation of Canada, Limited.

"Excerpts from their articles show unmistakably the high regard in which these new models are held," he says. "Their opinions are of highest value, for their statements are based on a knowledge of competitive products, expert engineering, manufacturing and design that gives them their standing as authorities."

Under a heading, "Chrysler Springs a Surprise," Automotive Topics says in part: "Walter P. Chrysler has laid the groundwork for even greater achievements that have yet been unfolded in the brief years since he began operating under his own name. Three important achievements are recorded—the development of an entirely new treatment of dress; establishment of new standards of value, and launching of an entirely new and separate line under the historic and typical name of Plymouth. The '28' and '29' carry out in advanced detail the uniformity of appearance and engineering that have been characteristic of products bearing this name in the past. The Plymouth is in every respect a Chrysler product."

EYE APPEAL

"The most important thing about the Chrysler line is the new uniform in which it has been fitted out. This is an authentic change in style, absolutely smashing in its impact on the eye, and severely correct in its execution. This new Chrysler is in some respects the most consistent new design the industry has yet seen, because of the fidelity with which the general scheme has been carried into the smallest, and apparently the most inconspicuous details. It is that which makes it a completely finished and highly refined accomplishment. It is consistent use of sweeping and non-conflicting lines, and the softened inter-sections of line with line, contour with contour, that constitutes the keynote of design."

The distinctive treatment of the radiator is so conspicuous that it will probably be copied. Considerable bright work is permitted without producing the effect of over-trimming. The impression created is that of luxury and good taste.

"The '28' models combine the most powerful engine, strongest chassis, roominess and the most luxurious body

equipment Chrysler has yet offered in a car costing little more than \$1,300.

"If indication were wanted that Walter P. Chrysler is prepared to sell a lot of high-grade merchandising in the low-priced field, the Plymouth offers all the assurance that could be desired. The manner in which Chrysler engineers pioneer new fields is splendidly exemplified in the new Plymouth. Sundry details that may be gleaned from even a casual inspection prove this car to be a far different sort of product from the expectation, based on previous offerings in the industry, which a mere statement of its price would engender."

FINER THROUGHOUT

Motor Age, another authority, says that "distinction is the keyword which best describes the Chrysler offerings. Probably the most outstanding characteristic of the new models is their appearance. For one thing, there has been achieved a brand new idea in radiator shell design which gives the effect of an increase in car length, even greater than that actually incorporated. A considerable number of detail changes of various external parts contribute further to the general effect. Structurally also, there are numerous changes which have been incorporated on all models, contributing to increased comfort."

"Chrysler for 1929 embodies many improvements," according to Motor World. "Changes in the cars' appearance are particularly striking. The increase in length from the dash forward, accentuated by narrowing the radiator shell and the higher radiator, cowl and hood, conveys an impression of more power, speed and greater roominess. Another distinctive feature is the use of arched windows on all closed models. Careful attention has been given to features affecting the comfort of passengers."

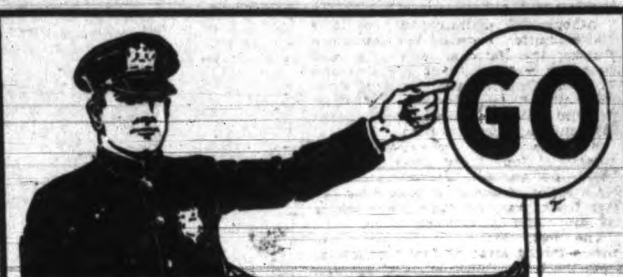
"Down through the entire list of automotive publications," says Mr. Mulch, "you will find unqualified appreciation of the new Chrysler and the Chrysler-Plymouth—statements of sincere approval made by men whose business compels them to be 'motor car experts.'"

"What do the three balls in front of a pawn shop mean?"

Sonny: "Must I sleep in the dark?"

Mother: "Yes."

Sonny: "Oh, then, let me say my prayers over again—more carefully."



GO—and Keep Going!
To
A. D. MacLeod
WHY?

Because
Tires are one of the largest expense items of the motorist, if they are not properly looked after. We are always glad to have you drop in and ask our advice, and we know the tire business.

**WE SELL DOMINION CORD
ALSO VULCANIZE ANY SIZE TIRE
OILS AND GASOLINE**

Address: 755 View Street Phone 1577



Follow the Crowd to the Exhibit of

DE SOTO SIX A NEW CAR

Built by Manufacturers With Years of Experience

Producing style and beauty never before equalled in any popular price six-cylinder car.

Walter P. Chrysler makes this statement:—"Never have I felt more pride than in the DE SOTO SIX."

The De Soto Six also embodies long life, and value which has not yet appeared from any other manufacturing source.

THIS NEW DE SOTO SIX

Is having its first showing at the Victoria Provincial Exhibition--IN THE AUTO BUILDING

THE MOTOR HOUSE (Victoria) LIMITED

TEMPORARY LOCATION:
CORNER OF HUMBOLT AND DOUGLAS STREETS
(Near, Crystal Garden)

PERMANENT HOME NOW UNDER CONSTRUCTION AT YATES AND VANCOUVER STREETS

WILLOWS FAIR VISITORS TO SEE NEWEST MOTORS

Finest Array of Handsome Cars Yet Organized to Feature Exhibition Here Next Week

In the Automobile Building at the Exhibition the organized motor dealers of Victoria will show the new models about to be released for the 1929 market. Several of these cars are being specially brought to Victoria for their first showing. There will be a number of working stripped chassis, showing the method of operation.

The Motor Show at the Willows has always been one of the important attractions of the fair, and this year the dealers are preparing a strong programme of musical and other entertainments for their visitors.

Among the exhibitors will be H. A. Davis Limited, showing the new line of Buicks; the National Motor Co., with four new Model A Fords and a palatial Lincoln; Thos. Flinn Limited, showing the new Knight, two types of Whippet and Chrysler's newest production, Plymouth and the De Soto.

Ever Bros. will be represented by four models of four speed geared Graham Paige cars, and will also probably operate a series of aerial joy hops from the race track oval, the Eagle plane taking off and landing between races.

The Buick Motor Co. Limited will have a strong array of new productions from the Nash, Chevrolet, Cadillac and La Salle shops, the Humphries Motors will present the new Dodge Brothers line, and A. E. Carter Limited will offer for inspection the new Hudson and Essex creations.

Record Insurance Contract Arranged By General Motors
Canadian Employees to Participate in Benefits of Policies Totalling \$350,000,000

Oshawa, Ont., Aug. 18.—Employees in the Oshawa, Walkerville and Regina plants of General Motors of Canada will participate in the benefits of the largest life insurance contract ever written, it is announced by H. A. Brown, general manager.

The record contract was an application signed by Alfred P. Sloan Jr., president of General Motors, in the interests of the employees. It was made out by the Metropolitan Life Insurance Company for group insurance, which is expected to total between \$350,000,000 and \$400,000,000—more than double the amount of the largest previous policy—and group sickness and accident insurance for a total weekly benefit two and one-half times larger than the former record policy. The cost of the insurance will be shared by the company and its employees, thus giving the case the added distinction of being one of the largest co-operative enterprises ever entered into by employer and employee.

Canadian workers in three plants will be among the 300,000 employees of General Motors divisions, subsidiaries and affiliated companies affected by the plan. It will come into effect in the Dominion on September 1, according to Mr. Brown.

Under the terms of the insurance contract all General Motors employees of the month's service are eligible to participate in the insurance programme, while new employees and those of less than three months' standing, automatically become eligible as soon as the waiting period has elapsed. Individual employees will have \$2,000 of life insurance and benefits of \$15 a week during absence from work owing to illness or accidents happening off the job. Occupational accidents will continue to be covered by workman's compensation.

The insurance will be issued without medical examination—a condition that permits the insuring of many employees who are unable to obtain individual protection because of physical impairment—and the contribution toward the cost will be the same for all employees, regardless of age. The amount the individual worker will pay will be less than five cents a day, from one-third to one-half of the cost of similar protection if applied for individually. This low cost is made possible by the fact the General Motors will pay a substantial part of the premium.

A feature of the insurance contract is the total and permanent disability clause that provides for the payment of the life insurance to the policyholder if he becomes totally and permanently disabled. Such payment is made in forty equal monthly install-

ments. In the event of such disability the employee would first draw his temporary disability benefits. Thus the combined benefits would cover a period of three years and seven months. When commenting on the insurance programme, Mr. Brown pointed out that it is but one of a number of plans for mutual benefit that General Motors and its employees have undertaken co-operatively. He quoted some remarks made by Mr. Sloan in connection with the signing of the application: "The success that General Motors has enjoyed," said Mr. Sloan, "naturally cannot be attributed to any single influence, but on the contrary has resulted from the combined efforts of many. However, the fact the General Motors has prospered proportionately even more than many other industrial enterprises can be attributed almost entirely, I believe, to the increase effectiveness of its employer-employee relationship."

Autos Play Large Part in Business

Few individuals realise the important part played in world business by the automobile industry, according to the Automobile Club of Washington, which has assembled a group of representative figures from 1927 production records for public consideration.

In the United States and Canada last year a total of \$378,871,121 vehicles were manufactured, of which 2,555,223 were closed cars. The wholesale value of these cars was nearly \$3,000,000,000. In addition to \$1,281,000,000 for replacement parts, accessories and tires.

Foreign purchases of motor vehicles of United States design aggregated \$40,567,000 during 1927, of which \$21,124,000 were American exports and \$19,443,000 were Canadian exports, with a combined valuation of \$566,845,249.

The capital invested in the United States motor vehicle manufacturing business totals \$2,080,657,664, with wages and salaries aggregating nearly \$600,000,000 divided among more than 4,000,000 employees and 53,125 dealers.

Motor Tourists Are Given Warning On High Fire Hazard

Warm weather and less rainfall bring increased forest fire hazards, the Automobile Club of Washington points out in a warning to motor tourists and campers to be particularly careful at this season of the year and to practice the following cardinal protective principles:

Do not every spark of your camp fire. Do not throw lighted cigar or cigarette butts or matches from the window of your car.

Urge your friends to follow your example.

ROAD THROUGH MAINE TO OLD NEW BRUNSWICK

Places of Greatest Beauty Along Highway Which Links U.S. to Maritimes

The Eastern United States tourists are more and more often seeking recreation in Canada. Their travels take them over roads from various states and through wonderful scenery, but nowhere in the East is anything which can surpass the highway from the State of Maine into New Brunswick and Nova Scotia.

Leon A. Dickinson of The New York Times writes as follows of the drive through Maine:

"Maine, with an area larger than that of the other New England states combined, seems relatively unfamiliar to the average tourist. Scenic beauties of the state are extensive, varied and widely distributed. No section of it should be disregarded, because in every direction there are charming views and historic points of more than local interest."

"These places may be reached easily on more than a thousand miles of improved federal highways and twice that mileage of improved state-aid roads, all under daily patrol maintenance and well marked. The same is true, to a lesser extent, relative to reaching scenic spots, Walden and Acadia, and the famous first naval battle of the Revolution, to Calais, the gateway to all points in Southern New Brunswick and Nova Scotia."

"The two principal entrances to this delightful region are through the White Mountains from the west, and by way of the shore route from Boston. Those who choose the latter highway will find themselves in the Pine Tree State immediately after crossing the bridge between Portsmouth and Kittery, settled as early as 1622, Kittery was the first town to receive a charter from the Massachusetts Bay Colony. Here is located the Kittery Navy Yard, where many famous ships have been built, among them the historic Kearsage. Here, also, was held the Russo-Japanese Peace Conference in 1905. Admiral Cervera and all the survivors of the naval battle of Santiago were quartered at this navy yard as prisoners of war in the summer of 1898."

"Just beyond Kittery is the historic old town of York, dating back to 1624. In the centre of York Village is the old courthouse, built in 1653 for a jail and now a museum. Then a mile further is York Harbor, one of the high-class summer resorts of New England, followed by York Beach, another popular resort. Next comes Ogunquit, a favorite rendezvous for artists, with a fine beach. From this point to Portland the road is several miles inland from the shore, but short side trips may be made to several other famous

shore resorts, of which Kennebunk Beach, Biddeford Pool and Old Orchard Beach are among the better known. "A few miles farther, at the head of Casco Bay, is Maine's largest city, Portland. There are many places of historic interest in and near Portland and the least of which is the home of Henry Wadsworth Longfellow, near Monument Square, in the business and shopping district, and his birthplace, near the Grand Trunk Station.

"Leaving Portland, the road runs northeast along the border of beautiful Casco Bay through Farmington to Freeport, the home of the Arctic explorer, Donald B. MacMillan, then into the historic old town of Brunswick. It is the seat of Bowdoin College, the alma mater of Longfellow, Hawthorne, Franklin Pierce, Rear Admiral Peary, MacMillan and many other noted Americans. There also is the house where Harriet Beecher Stowe wrote "Uncle Tom's Cabin."

"At the famous ship-building city of Bath, nine miles beyond, the tourist will cross a new bridge over the Kennebec River and proceed northeastward through the picturesque old towns of Woolwich, Wiscasset, Damariscotta, Waldoboro and Thomaston to the socially important town of Rockland, on Penobscot Bay.

"At Rockland, the highway turns northward along the shore of beautiful Penobscot Bay, passing through the popular resort towns of Rockport, Camden, Belfast and Searsport, thence along the west side of Penobscot River to Bangor.

"After crossing the river at Bangor the tourist will drive southeast through Ellsworth to that mecca of wealth and fashion—Bar Harbor, on Mt. Desert Island.

"Back at Ellsworth, the tourist will find a delightful drive eastward along the Maine coast through Machias, scene of the first naval battle of the Revolution, to Calais, the gateway to all points in Southern New Brunswick and Nova Scotia. All St. John, with its

curious Reversing Falls, a boat may be taken across the Bay of Fundy to Digby, from where a charming circuit drive may be made through Nova Scotia by way of Yarmouth, Halifax and Truro. At Amherst the traveler will enter New Brunswick again and then drive back through Moncton to St. John.

"A longer but even more interesting return route to Bangor is via Fredericton and Houlton, with opportunity for a side trip into the very heart of the Maine woods at Millinocket. From Bangor, another trip may be made to Moosehead Lake; thence via Dover-Foxcroft, Newport and Waterville to Belgrade Lakes and northwest from there to Rangley Lakes. These are among the most famous lake resorts of the Eastern States and by all means should be visited by those who have the time.

The return trip from Rangley may be made via the White Mountains, New Hampshire lakes and Berkshires.

INSPECT BATTERY IN SUMMER

With hot weather still prevalent, now is the time to carefully inspect the battery. When the battery runs down and fails to work, it is only then that the owner wakes up to the fact that it has been ill-used and then only does he commence to investigate.

The majority of these battery troubles are due to the lack of knowledge of their function and the attention they should have. The storage battery is so perishable and so sensitive to abuse and neglect, that if motorists could realize this, most of the inconvenience and expense could be saved.

Look batteries over at least once in every two weeks and see that the solution is covering the plates, and that the top terminals are free from sulphation.

More than 1,250 electric trucks are used by fifty baking companies in New York City.

WAGING WAR AGAINST NOISE

Builders of Century Hupmobiles Make Provisions to Assure Silence

The art of building bodies for vehicles has come a long way from the days of Old Dobbin and the one-hoss shay to the present luxurious motor car.

Hupmobile engineers, who have made a special study of the exacting demands imposed by modern transportation conditions on the men who design and build the bodies for to-day's automobiles, say that fully ten times the labor and material deemed necessary even for the motor car of ten years ago are expended to assure riding comfort in their new Century Rights and Sixes. One of the most important objectives has been to attain freedom from the annoying squeaks, rattles and other noises which used to be the motorist's bugbear.

The stresses and strains of high compression, terrific speed, sudden starting and equally sudden stopping under the compulsion of four-wheel brakes have enormously enhanced the possibilities for noise and shock—evils which have been overcome by bringing to bear resources of skill and knowledge acquired in years of experiment and experience.

Silent flexibility, Hupmobile engineers explain, is accomplished in their cars by a combination of a large number of carefully worked-out methods. Provision against noise is made at no fewer than 123 joints and contacts in every Hupmobile Century sedan.

Six kinds of material are used in sound deadening and lubrication: Graphited tape, a material of pure (clearly permanent) lubricating qualities, is placed under all braces. Fe padding breaks up the sounding tendencies of large panels. Floor boards are laid in a bed of non-drying friction paste to prevent squeaking.

Bodies of Century models are composite construction, in which wood and steel are used to assure maximum strength and resilience with minimum friction.

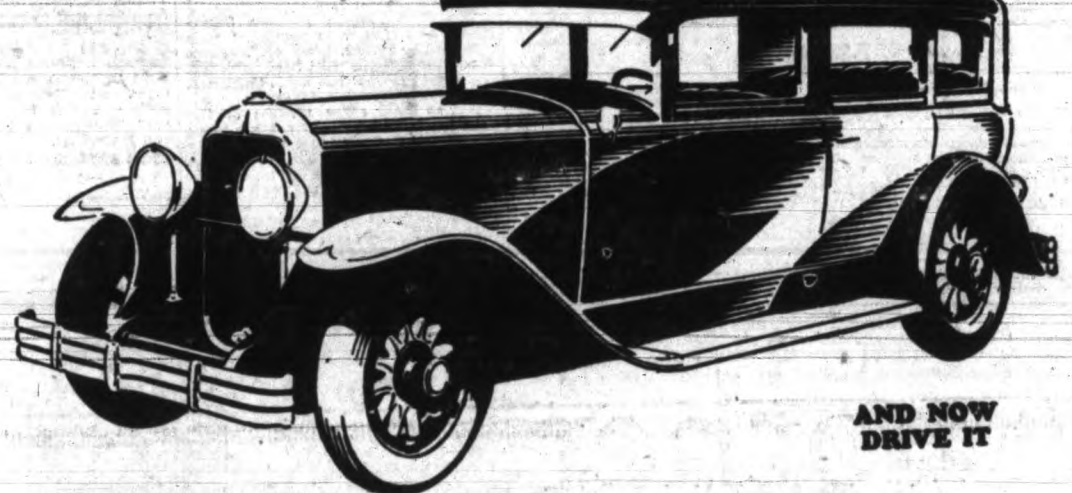
Roofs of the closed cars are made of galvanized wire, securely fastened to felt-topped bows, then covered with blue wadding and burlap felt. The effect is to eliminate all tendency toward drumming. Under the floors are heavy laminated wood sills. Side panels are in the smallest possible number of units, and the one-piece assembly in the rear prevents noise from that quarter.

It is interesting to note that the provisions for silence entail the use of feet of graphited tape, thirty-five feet of felt strip, eight square yards of blue wadding and three pounds of bedding putty.

"At every point of the body of Century Hupmobile the durability and strength of the coachwork matches fully to the brilliant qualities of its six and eight-cylinder chassis," says the local Hupmobile dealer. "The result is coachwork of great strength and durability, combined with quiet operation on the chassis."

BUICK POWER AND SAFETY
Buick has not only increased the power of its six-cylinder valve-in-head engine, in its Silver Anniversary line, but has also extended the factor of safety for which Buick cars have always been famous, by the use of heavier construction and tougher materials.

Longer...Larger...More Luxurious...



NEW masterpiece Bodies by Fisher...

IN one tremendous stride, McLaughlin-Buick has overleaped old modes of car design and attained an order of beauty without parallel in the automotive world. To know the new style—to appreciate its superiority—simply see the 1929 McLaughlin-Buick with new Masterpiece Bodies by Fisher.

The world's foremost builder of automobile bodies has co-operated with the world's foremost builder of fine cars to produce the most beautiful creations ever shown. And with what results!

Dashing new lines, different from any heretofore known—longer, larger, more luxurious bodies, matchless in their grace and symmetry—gorgeous new color harmonies

—the richest of upholsteries and appointments—wider rear seats providing plenty of room for three adult passengers—an ensemble of beauty and luxury that has never been equalled.

New and deeper radiator lines—new chrome-plated head-lamps and cow-lamps—new wheel and fender design—all combine to lend incomparable poise, fleetness and distinction.

The new McLaughlin-Buick Bodies by Fisher mark the supreme achievement of the body-builders' art. To see the 1929 McLaughlin-Buick is to see the most beautiful and fashionable car of the year, as well as the most capable and comfortable.

Visit the nearest McLaughlin-Buick showroom. See the 1929 McLaughlin-Buick today!

The C.M.A.C. Deferred Payment Plan offers many advantages to buyers of McLaughlin-Buick cars.

Look to the Leader for Leadership

The 1929
MCLAUGHLIN-BUICK
H. A. DAVIE LTD.

860 Yates Street

OPEN EVENINGS

Phone 6900

WHEN BETTER AUTOMOBILES ARE BUILT—MCLAUGHLIN-BUICK WILL BUILD THEM

It's so much fun to drive their "Clouds" they drive them far, far more

A Reo dealer recently reported on 400 Flying Clouds which he had watched in his territory for about a year.

He wanted to know how the Flying Clouds stood up.

He found that buyers averaged 33 1/3% more mileage on their Flying Clouds in a year than they had on their old cars. It was so much more fun to drive a Flying Cloud than to drive any other car they ever owned.

Naturally, one would expect that the greater mileage of the Reo Flying Clouds would mean more repairs than usual.

Not one broken spring. Not even a worn shackle, steering spindle, or tie rod bolt. Not a bad wheel bearing, front or rear.

No brakes to be relined—not even after 30,000 miles.

Not a part replaced in a differential. Not a broken ring or pinion gear. Not a part replaced in a transmission. Not a grabbing clutch in the lot.



And now the 1929 Reo Flying Cloud

Handsome, sturdier, faster, more powerful, the 1929 Flying Cloud offers you all the advantages that set the first Flying Clouds apart from the ordinary. It gives you all the dependability that enables records like the one above to be made. It goes farther in giving you extraordinary performance. Be very sure, before you pay your good money for any car, that you know what a 1929 Flying Cloud can do. We have one waiting for you. Try it out.

REO MOTOR CAR COMPANY, Lansing, Michigan

FLYING CLOUD REO WOLVERINE
Cope Sedan Cabriolet Brougham
Victoria Sedan f. o. b. Lansing

The Consolidated Motor

965 YATES STREET

Co. (Victoria) Ltd.

PHONE 3176

Salt Lake Is Centre of Stage Routes to Coast

By CATHERINE WOOLLEY

Salt Lake City is the hub of four great highways leading to points on the Pacific Coast. Two have become mighty arteries of highly organized motor stage traffic, operating through runs day and night. The other two have connecting stage lines clear through.

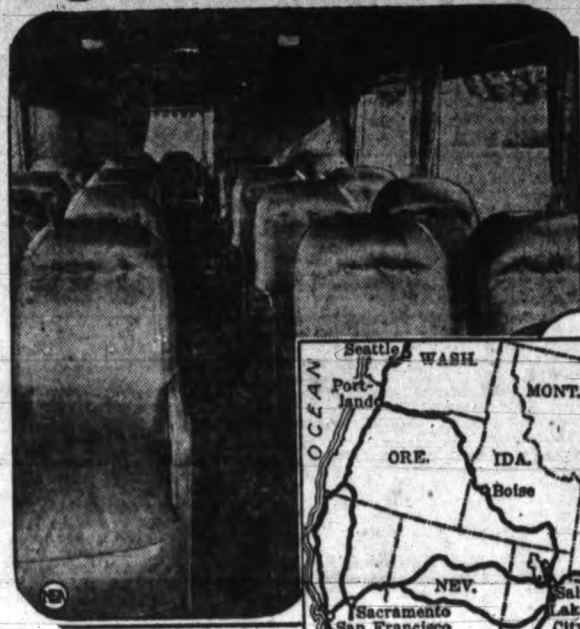
One of these four motor stageways is along the new Victory Highway—one of the most scenic routes, in its far-western stretches, in the United States.

West of Salt Lake, the Victory runs for hundreds of miles through the

alkali flats of the Great Salt Lake desert—blinding white and void of vegetation, and intensely hot. Then it crosses Nevada, following the route of the Southern Pacific railroad through Wendover, in Utah, and on to Reno, in Nevada.

West of Reno the country really begins to roll up into the Sierra Nevada heights. This conquest of the high Sierras by motor stage traffic is one of the melodramatic achievements of transportation, and quite as important to the individual car owner.

Truckee, still savoring of the early west, is the first town in California.



Comfort is the first consideration in long-distance coaches, as this one of a White bus, shows. Map shows the four stage lines out of Salt Lake.

From this point westward the stage climbs over a road that is majestic in its outlooks. There appear range after range of snow-covered mountains, exquisite valleys in their long shadows. Tumbling, flashing streams. Blue lakes. The air grows cold and the road becomes a winding aisle through forest stillness, with heavy swans lingering in the darkness of pines, firs and balsams. Higher the road climbs, curving and twisting into the heart of the high Sierras—but over a wide, hard road, free from severe grades and dangerous curves. Across the gorges, the Southern Pacific trains are seen, sometimes a thousand feet above.

The Sierra region between Sacramento and Nevada is populated with wild game—cougar, bear, deer, bobcat—and the streams with fish. Here, too, is the gold region that made California famous in '49.

For at least seven months of the year, big "sleeping chair" coaches make the Salt Lake-San Francisco run daily—daylight and darkness—in about thirty-two hours—some 800 miles.

Another route over the high Sierras is the Lincoln Highway, but there is still a bad piece of road between Salt Lake City and Ely, Nevada. This

stretch may be abandoned and the Lincoln Highway rerouted over the Victory Highway for 100 miles or more out of Salt Lake, and thence over a short stretch southward to Ely.

From Ely westward, through Eureka and Reno, the Lincoln Highway is gravelled and in fine condition, and local stages operate on it. Local stages run also between Ely and Salt Lake, mostly over a very rough detour to the Victory Highway, and then over that beautiful road to their destination.

West of Reno, the Lincoln Highway crosses the high Sierras and descends through a course famous as the Old Gold Trail—the route of the Pony Express. In summer, stages between Reno and San Francisco follow this road through the Lake Tahoe region and Placerville.

OVER IMPROVED ROAD

For the third long stage route westward from Salt Lake, take the Arrowhead Trail, which cuts diagonally through Utah and Nevada into California.

Not long ago this road was one of the worst, but so rapidly has it improved that even the night does not check the Highway Limited in the through runs of nearly 800 miles between Salt Lake and Los Angeles.

Some of the stages, indeed, come from Denver and the entire run of 1,400 miles—Denver to Los Angeles—is accomplished in fifty-odd hours.

Leaving Salt Lake City at 8 in the evening, for example, the stage arrives in Los Angeles at 11 the next night, passing through Provo, Nephi in Utah, Las Vegas in Nevada, and Barstow and San Bernardino in California.

The Arrowhead Trail through Utah opens, to stages and motorists alike, Zion National Park, the north rim of the Grand Canyon of the Colorado and all that region.

ROUTE TO PORTLAND

The fourth motor route out of Salt Lake runs to Portland, Ore., 980 miles almost wholly over the Old Oregon Trail.

Connecting stages operate with overnight stops from Salt Lake to Portland, through Pocatello, American Falls, Twin Falls and Boise in Idaho, and Baker, Pendleton, the Dalles and Hood River in Oregon.

Still other long stage lines radiate through Idaho, Oregon, Washington and Montana in an amazing weave. They connect railroads and eliminate roundabout journeys.

HE MUST LIKE SCHOOL

Mexico's star hiker is on an 8,000-mile walking tour to school. His itinerary calls for a stroll to New York City and a return hike as far as Los Angeles, where he will be awarded a scholarship to the University of Illinois by the National University of Mexico.

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PHONE 3714

CORNER OF YATES AND QUADRA STREETS

AGED WINE IN MUSEUM

A bottle of champagne of ancient vintage is now on display in the museum operated by the Daughters of California, San Francisco. It was found in the sunken hull of the Niantic, which left France eighty years ago for

the gold rush camp of Yerba Buena, now San Francisco. The crew deserted to join in the scramble for gold, leaving the ship to the mercy of the elements.

ONE SAFE PLACE

According to the California State Automobile Association, the island of

Bermuda, although having many miles of good roads, prohibits the use of automobiles.

Butler—"There is a mendicant at the door, madame!"
Mrs. New Riche—"A mendicant! Well—er—tell 'im there's nothing to mend."

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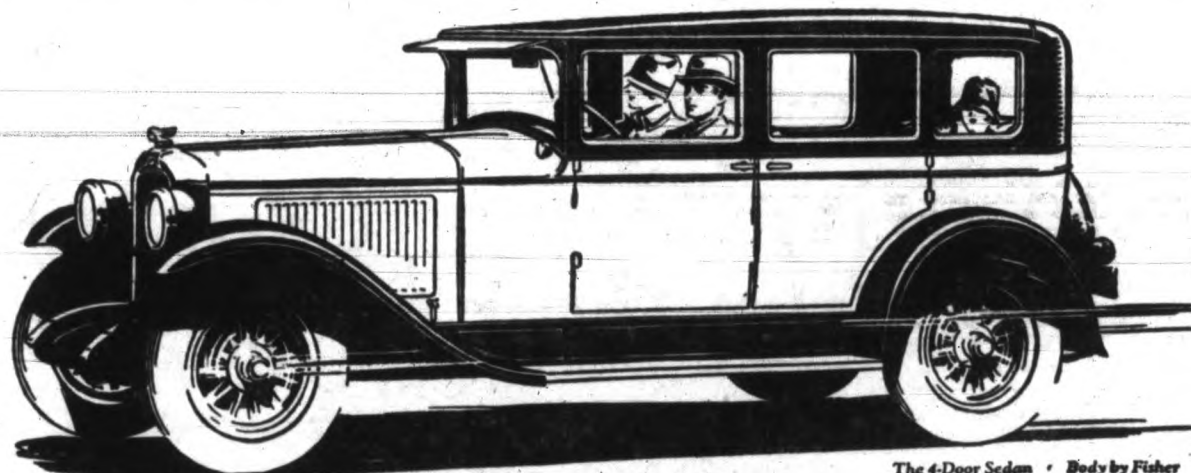
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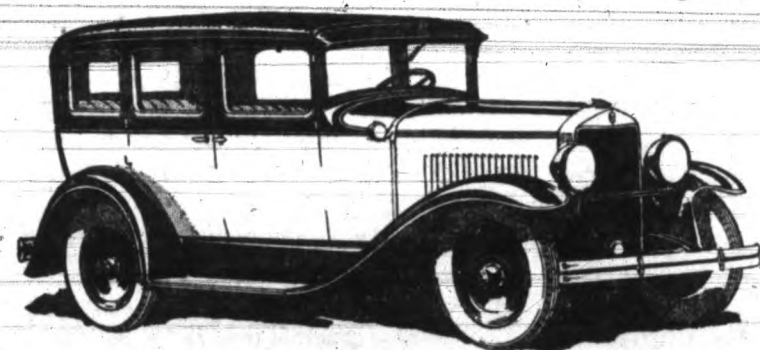
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July Sales
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Any Month
in 18 Years

AGAIN in July—when motor car sales generally slacken—Graham-Paige broke all sales records for any month in eighteen years; the last week in July being the greatest week in the company's history. And—for five consecutive months, Graham-Paige has established new all-time sales records.

Five chassis—sixes and eights—prices ranging from \$1,415 to \$6,020. Car illustrated is Model 614, five-passenger Sedan, with 4-speed transmission (standard gear shift). Delivered Victoria, taxes paid.

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PONTIAC SIX

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GETTING SENSE

Chief of Police Charles C. Blair of Beverly Hills, California, admits the error of one of the most common practices of modern police organizations. It is hiding motorcycle officers in dark alleys awaiting the opportunity to dart out suddenly after a speeder.

Blair agrees this system never was as effective in keeping down traffic casualties and arrests, as has been his practice in the past two years of keeping his men in plain sight of motorists.

It's like locking the barn door after the horse is stolen. It defeats the purpose for which it was originally intended, for instead of preventing accidents it includes itself among those foolish police tactics that actually await accidents before doing anything effective.

The duty of modern police in traffic is not to arrest, as it is to prevent causes for arrest. Their job is to maintain a steady flow of traffic in safety and speed.

Sight of a policeman is enough to keep the loose-minded drivers in line. The policeman in hiding cannot do as much, for anyone will take a chance while the coast is clear, and after the chance has been taken and the accident has happened, presence of the lurking traffic cop does little good to the injured.

There are many cities besides Beverly Hills that have adopted the new practice of having the traffic cop do the work he is intended for. The majority, however, still cling to the old system. They ought to come to their senses.

SPANIARD SAW MOUNTAIN AS ANGEL GARDEN

Modern Day Travelers Equally Impressed on Visiting Mount Baker

Recently a party of travelers from Seattle, associated with The Seattle Times, visited Mount Baker, sentinel peak of the Northwest. They were much impressed. One of them wrote this story:

"In 1790 Ensign Manuel Quimper, gallant explorer of Spain, stood on a high ridge that commanded a view of the mountains. Before him shimmered a lake as blue as gun steel. On the distant shore was a gentle, verdurous slope where flowers nodded. Low fir-cloaked hills rolled up to mountains high and in the background, towering like a sentinel on guard over this treasure chest of nature, was a hoary mountain peak.

"Father in heaven," muttered the Spaniard as he kissed the crucifix and sank to his knees. "Here surely is the garden of the angels. Where but in a land divine could there be such beauty."

INSPIRING SCENE

"For some time he gazed in awe at that before him. The sun's last flares were bathing the surrounding hills with bronze and across the lake the trees' deep greens darkened to a purple mantle. The blue lake mirrored for a minute the flames of the western sky as the sun had disappeared. The peaceful quietude of evening descended. Stars appeared and smiled down into the lake while over the giant peak came a full round moon. Against the pale glow of the horizon the proud head of the great peak was silhouetted—still standing silent guard.

"La Montaña del Carmelo," whispered the explorer of Spain reverently.

"La Montaña del Carmelo—The Great White Watcher." And so he marked it on the first white man's map when he returned home.

"Two years later Lieutenant Joseph Baker spied the peak. To Capt. George Vancouver, his superior, he reported his discovery. Captain Vancouver officially named the great peak Mount Baker in honor of his intrepid companion.

"Not long ago a party of excursionists visited this 'garden of the angels.' The ninety-five-mile trip to Bellingham was made by the highway to Denning. The remainder of the fifty-eight-mile journey is made over an excellent gravel road that leads to the door of hospitable Mount Baker Lodge.

OLD LODGE

"The lodge is located in Mount Baker National Forest which was established on February 22, 1897, by President Cleveland. It contains 1,469,979 acres, covering land in three counties, Whatcom, Skagit and Snohomish. The Mount Baker Forest in-

cludes the western slopes of the Cascades for a distance of sixty miles south of the international boundary. "Tall stands of virgin timber line the highway. Occasionally the road meets the Nooksack River, where in early days Indians beached their canoes. At frequent vantage points Mount Baker's crest is glimpsed. This 'Great White Watcher' towers 10,828 feet into the heavens. The highway passes through Maple Falls and Glacier, both little towns that have gone down vividly in the annals of Northwest history.

TRAIL TO BAKER

"From Glacier there is a trail leading to Mount Baker, but most of the hikes to the summit are made from Mount Baker Lodge, farther on. Through a cut in the timber made expressly for the traveler, Nooksack Falls is seen, and, rounding a bend in the highway in a ravine hundreds of feet deep, is the power site, strikingly impressive with its surroundings of well-kept lawns and clean white buildings.

"At an altitude of about 2,000 feet is Shuksan and Shuksan Cabin Camp, a part of the Mount Baker Lodge development. Excellent cabin accommodations are available with every comfort of a city dwelling. Out of Shuksan lead entrancing trails up to Twin Lakes and many other charming spots. Horses are available here and in the vicinity fishing is reported as excellent. A view of Mount Shuksan, the 'Matterhorn' of the Cascades, is one reason many motorists linger at Shuksan Camp before proceeding to the lodge, nine miles distant.

"From the camp to the lodge is one of the finest roads to be found anywhere. Here a remarkable engineering feat has been accomplished in hewing out this highway from cliffs of solid rock. Miles and miles of panoramas beauty pass by swiftly on the trip to the lodge. The road leads past little lakes, through beather meadows until suddenly the lodge looms up with the mighty Shuksan smiling down into Sunrise Lake in the 'front yard' of the huge building.

"Mount Baker Lodge marks the culmination of many years' dreaming and planning on the part of Bert Hutton and his Bellingham cohorts. The lodge was officially opened July 14, 1927, and since that day people from all countries of the world have been guests within its portals.

BEAUTIFUL SETTING

"The setting for this new development is one of incomparable beauty and grandeur. Magnificent Mount Baker, worshipped by the Indian tribes of old, and the outstanding feature of the landscape, rises majestically into the clouds. Eleven miles to the east and smiling directly down on the lodge is Mount Shuksan, 9,038 feet high. Between the two mighty peaks is Heather Meadows, resting in its repose, like a vast sunken garden.

"The meadows are dotted with mirror-like lakes and carpeted with heather, which in late summer turns into many flaming hues. Giant evergreens, and as a background in the clear, bracing mountain air, the glacier-covered Shuksan itself, provide from many vantage points a view so ecstatically beautiful that it seems unreal.

EXTINCT VOLCANO

"Mount Baker is an extinct volcano, though fumes still rise from its several craters. Its summit is snow-turbaned, but its slopes support forty-four square miles of ice fields and

New Ford Models' Riding Ease Wins Praise of Public

No feature of the new Ford car has been the subject of more enthusiastic approval than its riding qualities, so dealers say. To persons accustomed to ride in a car in the so-called light or medium-weight class, the degree to which the Model A absorbs the road

shocks and resists side sway is little short of unbelievable, they assert.

It is possible to explain the new car's efficiency in these respects in a simple, non-technical way.

The transverse, semi-elliptic springs of the Model A are heavier, stronger and more flexible than those used on any previous Ford car.

One of the chief essentials in riding comfort is a high proportion of sprung weight and a low proportion of unsprung weight. Sprung weight is all the weight suspended by the flexible ends of the springs; unsprung weight is the dead weight below those flexible ends.

It follows that the higher the proportion of unsprung weight the more powerful and violent will be the road shocks delivered against the frame, body, and motor of the car, and the more difficult to absorb.

Some semi-elliptic springs rest on their middle, or heaviest and thickest portions, below the line of sprung weight. Thus, the weightiest sections of the springs themselves form part of the unsprung weight, adding to the size of the "hammer" and the power of the blows dealt by the highway against the body, frame and motor of the car. In Ford design the transverse springs

rest on their flexible ends, with their heavy mid-portions uppermost, in which position they form part of the sprung, or cushioned weight. Aside from the question of weight, the transverse spring contributes again to the comfortable riding qualities of the Model A.

The ordinary car is pushed forward by way of the rear axle and the rear springs—the rear springs actually serve as driving members. The front halves of these springs must therefore be made stiff enough to serve this purpose, and their flexibility, which enables them to perform their cushioning function, is reduced in a corresponding

degree. Moreover, in order to be efficient driving members, their front end must be fastened firmly to the frame of the car. This means that the lengthening of the spring as shocks are encountered must be entirely toward the rear, for only the rear end of the spring can have a shackled and hinge mounting. As the spring flexes, therefore, the rear wheels are moved backward and forward, and neither a constant nor a uniform wheelbase can be maintained.

Motor Car Dealer (to prospect)—"Man, I'll sell this car so cheap you'll feel like an auto thief."

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De Soto Six—the kind of car the whole world expects Walter P. Chrysler to produce.

De Soto Six—product of the engineering, research and manufacturing skill of Chrysler—touches new peaks of style and beauty—gives new measure of quality and performance for cars in the low-priced Six-cylinder field.

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Night Turned to Day for Drivers

Engineers Design Headlights That Eliminate Glare, Throw Wide Beam and Make Motoring Safe

By ISRAEL KLEIN

Lighting engineers are trying to make night driving safe and enjoyable by designing a set of headlights that will be fool-proof, that will always throw the right kind of beam, that won't glare into other drivers' eyes and that will illuminate the road sufficiently and far enough ahead to afford safe driving as daylight does.

Work done in one of the best laboratories in the country points to the fulfillment of this order almost to the last requirement.

In a large dark room on the ground floor of the General Motors Research Building in Detroit, R. N. Faig and his assistants have been experimenting with all sorts of lighting arrangements for the improvement of this part of the automobile division of General Motors research laboratories.

Dozens of types of headlights are racked up along the side wall of this long, wide room for comparative study. Posts and signs are set up and the automobile is parked in the distance to stimulate actual street conditions.

STUDY LENSES AND REFLECTORS

In front is an apparatus on which four headlights rest. Here various types of reflectors are placed, lenses of all kinds are attached and changes are made to guide the engineers in their study.

Four reflectors of one type, for instance, are partly blacked so that, if the four unblackened portions were to be united they would make a complete reflector of the type under examination. Thus, each of these sections—no necessarily equal in design or size, but all combining to make one complete unit—can be studied for its effect on the illumination of the road and the shape of the reflector possibly improved.

Similarly, horizontal sections of various types of lenses are placed, one above the other, in front of a lamp and the effect of each type, or of all combined, is observed on the floor and screen ahead.

As a result of these studies, the illuminating engineers have succeeded in broadening a beam of light considerably, equalizing the illumination over the entire road surface and maintaining a bright light while eliminating glare.

We now can see even around corners.

DOUBLE BEAM IN USE

Elimination of glare without dimming of headlights has already been accomplished and is in practice on the better automobiles. This is done by means of the double or depressible beam headlamp. A switch throws the light from one filament in the bulb to another, thereby either covering or raising the beam of light as desired.

When the beam is lowered, the road is illuminated as intensely as before, in fact even more so, but closer to the car and over a smaller area. The result is that, no matter how powerful the lights of the approaching car, the glare of the other car and at the same time light up the road to the right.

Dimming of the light, as has been the practice, is like driving in total darkness, compared with the latest achievement.

Despite this progress, however, engineers have had to face the more irritating problem of lights getting out of focus and adjustment. They have therefore tried to develop a foolproof headlamp that would need no focusing.

NON-FOCUSING LAMP

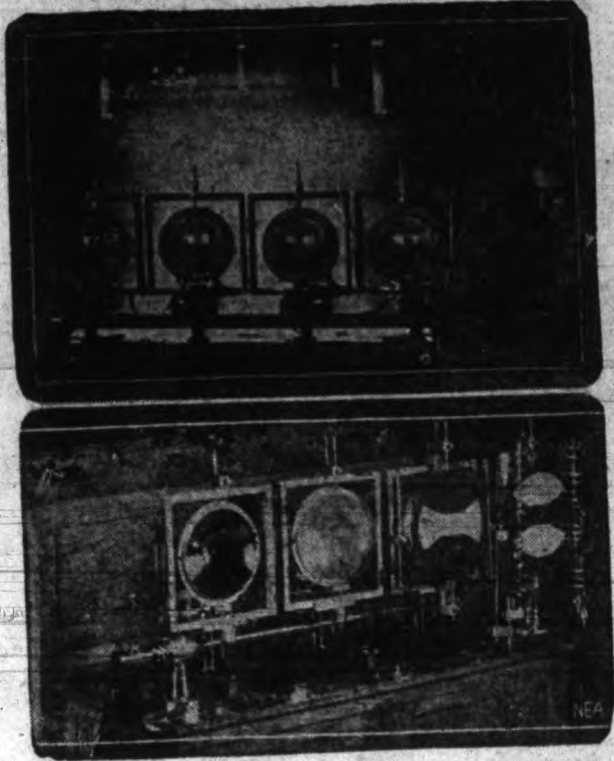
At the General Motors research laboratories, Faig and his assistants have been moving the filament of a headlamp about in a circle up to sixty thousandths of an inch from the exact focal point to discover the effect of each position on the beam ahead.

As a result of this study he has devised what he calls a non-focusing headlamp which would eliminate the necessity of such adjustment. At present the bulb in the headlamp has to be moved backward or forward by means of a screw in back, in order to get the proper type of beam.

The non-focusing headlamp is so designed that the filament or bulb may be jarred out of place a smudge as sixty thousandths of an inch without affecting the efficiency of the beam.

ROAD TEST OF LIGHTS

Before final approval is given for such development, however, Faig goes out to put it to actual test on the roads about Detroit or at the General Motors proving grounds. For this purpose he



Upper view is the headlight laboratory of General Motors Research Laboratories in Detroit, where lights are tested and improved. Lower photo is a close-up of the apparatus by which better lenses and reflectors are built up.

has a standard automobile, but with four headlights in front and three tail lights in the rear. On the dash he has a complicated arrangement of buttons or switches, by means of which he can produce all sorts of combinations in lighting his head or tail lights.

Thus, driving alone any road, on hill or down, around corners and on straight stretches, Faig has been able to observe the results. He has been able to test the lights against those of approaching cars.

Exhaust Gas of Autos Is Tinged With Poison

By DR. MORRIS FISHER

There is no longer any doubt that automobile exhaust gas is poisonous. Like all other poisons the matter of dosage is important, since small doses of poisons can be handled by the body, whereas large doses may produce serious effects.

The most serious of all of the substances in automobile exhaust gas is the dangerous carbon monoxide, which displaces oxygen in the blood and thereby produces asphyxiation.

Drs. J. J. Bloomfield and H. S. Lebell of the United States Public Health Service have undertaken an investigation of the problem of automobile exhaust gas in streets and in repair shops. The amount of carbon monoxide is dependent on the adjustment of the carburetor.

IN THE CITIES

In the studies made during 1927, fourteen of the largest cities of the country were visited and 250 samples of air were obtained. The average of 141 tests made in city streets at peak hours of traffic showed a contamination of 0.8 parts of carbon monoxide per 10,000 parts of air. Only twenty-four per cent of all of the samples had more than one part of carbon monoxide in 10,000 of air. Samples taken inside of auto buses yielded even a lower concentration of carbon monoxide gas.

Investigations made by the New York and New Jersey State Bridge and Tunnel Commission indicate that a maximum of four parts of carbon monoxide in 10,000 of air is permissible, provided the person is not exposed for a period as long as one hour.

An equation was developed representing the time of exposure in hours multiplied by the concentration in parts of carbon monoxide per 10,000 parts of air. If this equation equals three, there is no perceptible effect; if it equals six, the effect is just perceptible; if it equals nine, there will be headache and nausea, and if it equals fifteen, the effects may be exceedingly dangerous.

Thus exposure to four parts carbon monoxide in 10,000 of air for one hour would equal four, whereas exposure of eight parts of carbon monoxide for one hour would equal eight, with beginning symptoms, and exposure for two hours would equal sixteen with danger of death.

The danger in garages is constantly serious. The average carbon monoxide content was found to be 2.1 parts in 10,000. Eighteen per cent of the samples contained over four parts in 10,000.

Since employees work in these garages as long as four or five hours without leaving the building, the condition demands constant watchfulness.

It is suggested that automobiles be not permitted to run longer than thirty seconds inside the garage, unless the car is in necessary motion and the exhaust is connected to the outside air by a direct outlet.



WITH OUR OWN CANADIAN AVIATORS

FRANCIS W. ROUSE

Pilots of the Fairchild Aviation Limited, Grand Mere, Que., are busy this season in many and varied operations. "Ken" Saunders, popular manager of the Flying Division, continues his well-known "Ken" wisp tactics, hopping here, there and everywhere on all kinds of work. "Ken" is looking for another lost Yankee to rescue, having safely brought J. G. Hall, New York aviator and pilot, safely out of the maw of Canada's "wild" places after the foreign flyer was lost.

Pilots C. S. Troup and Norman Jeffries are doing a lot of flying on the International fire patrol contract and are also operating out of the base at Burlington, N. H. Passmore, who has a great deal of flying in connection with aerial photography in the vicinity of Grand Mere for the contract by H. D. Ward, who of the Royal Air Force, England.

G. W. Dean, pilot of Fairchild Aviation Limited, had a rather upsetting accident. This Spring he swallowed a large quantity of gasoline while attempting it out of a tank through a hose. He was conveyed for six weeks but is back on the job again, and is at present engaged in a sketching contract for the James D. Lacey Company of Montreal, who are making a temporary base at Burlington for the next two or three weeks.

Fairchild advised that they have no exploration parties in the vicinity of Hudson Bay at the present time, although they are operating continually in the transportation of freight and passengers from Chibougamau.

Vancouver has won the race for the last set of De Havilland Moth aeroplanes to be issued this year by the Department of National Defence as an aid to civil flying clubs. In this respect it comes out ahead of Port William Flying Club, who were close contenders.

It was appropriate that the Aero Club of British Columbia should be the first to receive aeroplanes. The Vancouver outfit was the first of the clubs to organize and only trifling formalities prevented the club from having their aeroplanes long ago. One Moth machine has already gone west from High River, Alta., to start the operations of the Aero Club on their way. Another will follow shortly.

In this connection flying club officials, or those intending to enlist their cities in the flying club movement, would be well advised to continue their drives for membership, bondsmen, or whatever it is that has prevented them from qualifying to date. There is reliable information to the effect that the department may not confine itself to the original grant of thirty club aeroplanes to fifteen clubs, but may come along before the end of this fiscal year. With another session of the House of Commons it is ardently hoped by all who are interested in aviation in Canada that the Minister of National Defence will be able to convince his colleagues of the Cabinet that a further grant to clubs, as a stimulus to air-mindedness, is needed.

One can't fly over a city or town these days without exciting undue interest in a populace keyed up to high pitch by accounts of innumerable oceanic flights. The town of Yarmouth, N.S., probably had some justification for the alarm it raised recently when an aeroplane was observed flying high over the Bluebonnet coast, apparently headed out to sea. Yarmouth has seen many aeroplanes pass over on attempts to cross the Atlantic and believed it had discovered an effort which, starting from somewhere in the United States, had been kept quiet up to that time. However, it developed that the aeroplane observed was piloted by Flight-Lieut. E. N. Harrop, R.C.A.F. officer, who was doing special work for

the Civil Air Operations Branch, out of the Shelburne, N.S.

Over on the other coast they are seeing aircraft, too. Superintendent D. R. McLaren of the Vancouver office of Western Canada Airways, Ltd., reports considerable activity in the vicinity of Vancouver Island.

During the present fishing season the company is carrying out a sea-plane patrol for the Fisheries Branch, acting as a preventative service, in the area from the Nass River to the south of Vancouver Island. In the old days this preventative service was carried out by motor boats of very slow speed and it was very difficult for the officers to maintain any control over the large number of fishing boats employed.

With their three Boeing B. I. E. flying boats, powered with the Wasp engine, it is now possible for Western Canada's aviators to control this vast area, chiefly due to the moral effect exercised by an aircraft flying in a fishing area.

The Reid Aircraft Company, Ltd., Montreal, which has its offices and works at Bois Franc Aerodrome, on the "Back River" of the Island of Montreal, and a city office at Room 621, Trans-Canada Building, Montreal, is rapidly coming to the fore in Canadian aviation circles. This company has gone deeply into experimental work along manufacturing lines, and is sure of the public support this useful industry merits.

Aviation having come into its own on this continent as a mode of transportation, and having already formed the background for thrilling screen dramas, has at last been made the vehicle of movie comedy. A moving picture featuring two well-known comedians and giving much footage to flying, is going the rounds of Canadian theatres. Another indication of the growing interest in flying is afforded

by the quantity of mail received at newspaper offices from Halifax to Victoria from aviation companies of the United States. Soon these firms will be turning out publicity in great quantities as the steamship and railway companies.

For the purpose of centralizing its aerial survey work, and other technical business, International Airways, Ltd., Hamilton, Ont., has opened a branch office in The Ottawa Journal Building in the Capital City. Major-General J. H. Macdonald, C.B., C.M.G., who, in addition to being managing director of International Airways, is chairman of the Aviation League of Canada and one of the pioneers of civil aviation is actively engaged in organization work.

ANSWERS

Jack Sutton and Mert Maguire, Windsor, Ont.—Applying to the Secretary, Department of National Defence, Ottawa. High school education required for enlistment; minimum age, eighteen; R.C.A.F. camp located at Camp Borden, Ont., but enlisted men may be posted anywhere in Canada, during term of service, which is three years.

Alvin Brunet, La Salle, Ont.—Write to Controller of Civil Aviation, Ottawa, for latest report on aviation. For application to flying club write Secretary, Border Cities Flying Club, Windsor, Ont., telling him what you require. If you desire to enlist as an airman in R.C.A.F. apply to the Director, R.C.A.F., or secretary, Department of National Defence, Ottawa, Ont.

Questions regarding aviation will be answered in this column from week to week. Inquiries should be addressed to the editor of The Times, marked "Aviation Column," and should be as brief as possible. Stamps for reply need not be enclosed, as answers can be given only through this column, and not through the mail. Watch column for questions and answers.

SIDE GLANCES—By George Clark



Gentleman Farmer—Better give me another bunch of radishes, nothing like having a good supply of vegetables on hand.

As It Has Won Thousands IT WILL WIN YOU TOO



WON by the supreme grace of its Fisher body lines—won by its matchless performance—won by its speed, its acceleration, its strength, its comfort—thousands have been won by the new Oldsmobile.

It has taken 1,777,000 miles of vigorous testing on the Proving Grounds—long years of scientific investigation in the Research Laboratories—the inspiration of the artist and the supreme skill of the engineer—to win these thousands . . . to place Oldsmobile two years ahead in style and engineering.

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Four Lovejoy hydraulic shock absorbers, an insulated chassis, silenced interiors—give the quiet comfort of a truly fine car.

Acceleration from 5 to 25 miles in 8½ seconds in high gear!—and—four-wheel brakes give security in every emergency.

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CO., LTD.

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Women Of Seventy Kindergarten Tots Show Work At Fair

Ladies of Greater Victoria Have Organized Greatest Collection of Exhibits Seen at Exhibition for Years; Whole of Building Has Been Placed at Their Disposal

The greatest change effected this year at the Victoria Fall Fair, opening at the Willows Monday, was the inclusion of the Women's Building, where the ladies of Greater Victoria have in preparation a show which far transcends any of the collections of women's work of recent years. Fortified by the annually increasing success of their department, Mrs. H. Crocker and her aides have successfully insisted that the whole of the Women's Building be placed at their disposal.

With the upper floor available the ladies have revolutionized the arrangement of their quarters. The institute competitions will be staged upstairs, and in addition to the formal collections of work, these organizations will also offer working demonstrations of such household arts as home canning, needlework, lace making, weaving and decorating. All these activities will be shown upstairs.

On the main floor most of the space hitherto devoted to the institute displays will be occupied by the greatly increased array of domestic arts entries. Facing the entry one of the leading dairies of Victoria has contracted to operate an educational display of the value of milk and modern methods of preparation for children. The stand will require the services of three dainty dairymaids, and is expected to be one of the outstanding novelty attractions of the exhibition.

In the women's department it is specified that all work must be that of members of women's institutes and entries are called for in many branches

of household tasks. Usually there is keen competition in most of the sections. They include preserved fruits, jams and jellies, pickles and relishes, fish, vegetables, pickles and relishes, plain sewing, fancy needlework, knitting, crochets and tatting, arts and crafts, home cooking and candy making.

One interesting section is that for ladies over seventy years of age, in which they are invited to show their skill in the arts of hand sewing, crochets, work, knitting, tatting, embroidery and rug making.

Another division calls for competition in articles which must be made from British Columbia wool, while yet another calls for exhibits of articles made from fur of domestic animals raised in British Columbia, and another for articles made from skins of wild animals native to British Columbia.

DOMESTIC SCIENCE

Domestic science features particularly the important art of cooking. There are contests in pie-making, bread-making and cake-making, where adults and girls will be competitors and a special prize is offered to the girl gaining the most points in domestic science.

While the school exhibits do not come under the women's department, they too embrace domestic science and needlework, with little girls of six invited to show how well they have learned to make towels, bibs, shopping bags or other simple articles.

EXPERT DIRECTOR



J. R. PURDY
director in charge of the agricultural products at the Victoria Fair.

at the brake meeting here expressed their disapproval of such legislation because, they said, it had been drawn up for two-wheel brakes and before the four-wheel brakes had come in.

In a paper on this subject, Prof. E. H. Lockwood of the Sheffield Scientific School at Yale University, reviewed the entire brake situation in this country.

AN ANOMALY IN BRAKES

"Existing brake laws," he said, "specify that every automobile shall be equipped with two sets of brakes which shall be completely independent. This provision was complied with by all two-wheel brakes.

"With the introduction of four-wheel brakes, conflict of brake laws and brake mechanisms were discovered. In that the two sets of brakes were not, in all cases, separately applied. Thus the anomalous situation has arisen of efficient four-wheel brake equipment violating existing laws, while less efficient two-wheel brakes comply with the law."

Professor Lockwood adds, however, that some states have already brought their legislation up to date by adopting a new uniform brake law recommended by the eastern Conference of Motor Vehicle Administrators.

This proposed law permits the connection of both service and hand brakes, but in such a manner that if one fails the other may still be serviceable. "Critics of this part of the proposed law," Professor Lockwood adds, "dislike the implication that the service brakes of automobiles of the present high-speed types will fail to such an extent that recourse must be had to the parking brakes."

DRIVER IS DIFFERENT

"Four-wheel brakes have made an important contribution to the safety of automobiles, as the distance required to make a quick stop has been reduced by about one-half and the tendency of the car to skid on sudden application of the brakes has been reduced. The wear of brake linings has been reduced because of twice as much rubbing surface on the shoes."

Of the three parties most concerned with the matter of safety in automobiles—the manufacturer, the state and the owner—he concludes, the owner seems least concerned. "It must be admitted that the reputation of the typical user for care of the brake equipment is poor," he says. "He probably will allow the brakes to lose much of their effectiveness before seeking help from the service station. This condition would be much improved if a simple method of brake adjustment were devised, capable of giving satisfactory results in the hands of an ordinary driver."

"Even after such brake equipment is available, it will require years for its general introduction. Hence car users must be reminded, as persistently as possible of the importance of keeping the brakes in good order."

Rules Are Sought On Radio Pictures

Washington, Aug. 18.—The matter of sending pictures by radio has got to such a point that the Federal Radio Commission has designated two of its members to formulate a set of regulations for this form of broadcasting and to find a way by which it would not interfere with regular broadcast reception.

Commissioners O. H. Caldwell and Harold A. Lafont, who form this committee, have written to various broadcasting stations, especially those known to be experimenting with radio picture transmission in connection with regular programmes, to learn their angle on this subject and get their help in forming the new regulations.

According to Commissioner Caldwell, there are two classes in which transmission of pictures by radio can be divided. In one the picture alone is sent, while in the other the picture is transmitted along with the broadcast programme it illustrates.

In the first group, the broadcast wave is given over entirely to picture transmission, so that all this results in an unintelligible series of whistles, which is useless to those listeners equipped only with aural devices. The second group, however, may cause interference by imposing the whistles that correspond to the picture transmission to be heard at the same time the programme is tuned in. In order to eliminate these whistles in sets where a special picture reception apparatus isn't used, a filter has to be attached to the receiver.

According to Caldwell, the radio commission is trying to learn what is the best time for such picture and programme broadcasts, so that these will not interfere with the regular programmes. He suggests some time in the mornings, or at least only during daylight hours, with perhaps only a half hour after 8 o'clock each evening. Transmission of pictures, he adds, is not to be confused with television, which is not yet ready for public reception.

PERFECT AUTO? YOU WON'T WANT IT!

Engineer Tells What Changes Are Needed To Produce 100 Per Cent Car

South Bend, Ind., Aug. 18.—If we were to get a gift of an automobile that was 100 per cent efficient, we wouldn't want to be seen in it! Few of all contrivances this would be the freest and most unusual ever devised.

A suggestion of what such an automobile might look like was given to me here by W. S. James, chief engineer for The Studebaker Corporation, who was formerly in the automotive engineering laboratories of the U. S. Bureau of Standards and who is considered one of the leading automotive engineers in the United States.

First of all, I gathered from James' review of requirements for the perfect automobile, the car would have to assume the shape of an arrow. The engine would be over the rear axle, and the driver and passengers well over the front axle.

But there wouldn't be any axles at all in this car, each wheel revolving freely, with the rear wheels connected directly to the motor.

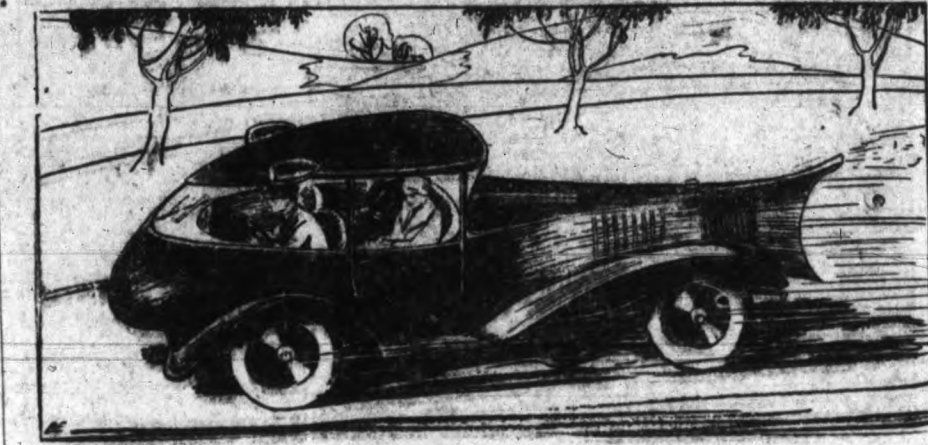
HEADLIGHTS ABOVE DRIVER

The headlights would be up at the top, shining down from behind the driver so as to afford him most illumination and still be safe from glare against approaching drivers.

And in the rear, sticking up and away from the motor of those coming on behind, would be the exhaust pipe.

Furthermore, if we didn't mind the strong wind blowing into our faces, we'd have an airplane propeller in front, acting as the driving force, and so do away completely with the transmission. In this case, however, the motor would be in front of the car, directly behind the propeller, and the driver and passengers in the rear.

At any rate, the 100 per cent efficient automobile conjured up by James



An artist's conception of a 100 per cent efficient automobile as described by W. S. James, chief engineer of the Studebaker Company.

makes so queer a picture that we wouldn't have it, he says.

INEFFICIENT BUT SATISFACTORY

"In fact," he adds, "the average person to-day assumes the automobile he is getting is mechanically perfect. He doesn't bother much with the mechanical details nowadays. He leaves any difficulty to the service man, and there's less and less of that, despite the fact that from an engineering standpoint the modern automobile is only seven per cent efficient."

"Take the matter of wind resistance alone. It takes only ten horsepower to push a modern car through a

vacuum. The rest of the car's power is there to overcome wind resistance. Wind resistance is the greatest factor to combat in designing an automobile. Yet try to put out a car that would entirely avoid wind resistance, and the public wouldn't have it.

"The mechanical difficulties in designing an automobile are as nothing compared with the mental difficulties to be overcome."

"The headlights, for instance, would give best results if placed above and a little behind the driver. But who would have them there. Weight could be reduced effectively by reshaping the car and placing the engine in back, directly at the wheels, where much efficiency is lost through friction. But who would have the wind from that propeller blowing into his face? So we sacrifice efficiency to expediency."

"Take the matter of the steam engine, too. It has never been shown definitely that the gas engine is decidedly better than the steam engine. But if you have a steam car and something goes wrong with it to-day, where can you get someone to fix it? We'd have to change almost overnight to the steam engine and we'd have to make steam engine experts just as fast, in order to make such cars feasible. Since we can't do that, we can't have that kind of propulsion."

So, James concludes, the word "efficiency" has lost its meaning. What we mean when we talk of a "perfect" or "efficient" automobile, rather, is one that strikes an economical balance one that is practical artistically, economically and mechanically for modern use.

The 100 per cent efficient automobile is only a myth.

DIRECTS CATTLE SHOW AT FAIR



GEORGE SANGSTER
well-known cattle man of British Columbia, who has been a great factor in building up the cattle section of the Provincial Exhibition.

ENGINEERS PROPOSE NEW BRAKE LAWS

The demand of various states for the installation of two separate brake mechanisms on automobiles, despite the

presence of four-wheel brakes, was condemned as antiquated and unreasonable at the semi-annual meeting of the Society of Automotive Engineers at Quebec.

It was this requirement that delayed Ford somewhat in the production of his new Model A and forced him to make a decided change in the brake system of the car before it could be sold in some of the states.

Many of the automotive engineers



"Here's News—

a Whippet Six Coach with 7-bearing Crankshaft for

\$1,195

Fully Equipped
Delivered Victoria

Good news—amazing news for the prospective automobile buyer....

The Whippet Six recently introduced is the lowest-priced six in the world with a 7-bearing crankshaft.

With such other outstanding mechanical features as Bendix 4-wheel brakes, Invar-strut pistons, silent timing chain, full force-feed lubrication—and new-type bodies long and low, swung, roomy and comfortable, with narrow corner-posts and cadet-type visor, the new Whippet Six offers you an amazing value in a low-priced motor car.

In sustained high speed, in economy, in comfort, in safety, the Whippet Six will give you more driving-satisfaction than you could possibly expect even from a car of much higher price.

Inspect the various models of the Whippet Six and Whippet Four at your nearest dealer's today. Arrange for a demonstration.

Whippet Six—prices from \$1,195 to \$1,275. Whippet Four—prices from \$858 to \$1,055. All prices fully equipped, delivered Victoria.



FOUR
\$961

Whippet

FOURS AND SIXES

Made by the makers of the famous Willys-Knight

SIX
\$1,195

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Thos. Weeks & Sons Nanaimo

To All Owners of DODGE BROTHERS MOTOR CARS

-PAST, PRESENT AND FUTURE

by
WALTER P. CHRYSLER

You, more than anyone else, are entitled to know the purpose behind our recent acquisition of the assets and facilities of Dodge Brothers, Inc.

For upon that purpose depends the security of your investment in Dodge Brothers products.

In acquiring Dodge Brothers, Inc. for the Chrysler Corporation, we have secured one of the largest and most modern automobile factories in the world and with it an organization of exceptional ability.

We intend that these facilities shall be utilized to increase the value and quality in Dodge Brothers cars and Graham Brothers Trucks and Motor Coaches.

We have secured, in addition, a dealer organization that has always been recognized as one of the finest in the industry.

It is our intention to deserve the continued loyalty of this group of substantial, progressive merchants by making it possible for them to enjoy increasing prosperity through the sale of Dodge Brothers products.

We have secured, moreover, that which

transcends in importance either Dodge Brothers superb plant equipment or Dodge Brothers splendid dealer organization. For we have become the lawful heirs of Dodge Brothers Good Name, with all the solemn obligation which that inheritance implies.

We have become the trustees of Dodge Brothers good faith to their customers, and it is our purpose to execute that trust with fidelity.

The priceless identity of all Dodge Brothers products will be preserved—as well as the sound policies that have made the words Dodge Brothers synonymous with Honest Value and Dependability.

Dodge Brothers Works will continue to produce Dodge Brothers Motor Cars and Graham Brothers commercial vehicles. Dodge Brothers dealers will continue to sell and service them.

The men to whose capable support the success of the Chrysler Corporation is due, unite with me in pledging perpetuation of Dodge Brothers ideals, to the end that a Good Name may be made still better.

W. P. Chrysler
President Dodge Brothers Corporation
Division of Chrysler Corporation

De Luxe Models Latest Type Of Oldsmobile Cars

Line Now Includes Twelve
Types, Giving Prospective
Buyers Wide Range of Style

Olds Motor Works, builder of Oldsmobile cars, is making one of the most important announcements of its long history of motor car building. Five new de luxe models are being introduced. These cars are the latest achievements of Oldsmobile and Fisher artist-engineers, and are in addition to the present line of seven body types announced early this year and which will continue unchanged.

HAVE ADDITIONAL EQUIPMENT

Included in the new line of cars are the de luxe landau, de luxe roadster, de luxe sport coupe, de luxe four-door sedan and de luxe phaeton. Additional equipment, new color treatment, advanced interior finish and refinement in design distinguish these models.

Mechanically, the standard and de luxe Oldsmobiles are the same. There has been no change made in the engine and chassis, which are the result of more than 1,000,000 miles of test driving at the General Motors proving ground, made under the supervision of Oldsmobile engineers—before the new car was announced in January. These preannouncements have been further confirmed by the enthusiastic endorsement of more than 60,000 owners of new Oldsmobiles since January 1.

MOST MODISH OF STYLES

The new line of de luxe Oldsmobiles has been particularly designed for a growing class of Oldsmobile owners who, in the past, have driven more expensive cars. They have been highly pleased with Oldsmobile performance and desire only the most modish of styles, which the de luxe line affords.

All of the de luxe models are equipped with six wire wheels, six tires and tubes. The two spare tires are carried in wells built into the two front fenders. They are maintained in a rigid position by a chromium plated bar holder which also supports the spare tire locking device.

ADDED TOUCH OF SMARTNESS

In those models lending themselves to that treatment—and these include the landau, sport coupe and four-door sedan—the fenders, step housing, hood, front fender, shield, rear cross-member skirt and lamp tie rod have been finished in color to harmonize with the car finish. Black enamel has been used to finish these parts on the de luxe roadster and phaeton, as this black treatment, in the case of open cars, gives an added touch of smartness.

The removal of the spare tire from the rear to the fender wells has permitted adding a trunk rack as standard equipment on the de luxe models. This rack is folding. It can be used down in position to hold a trunk, folded up against the rear quarter. In either case, it enhances the beauty of the rear of the car.

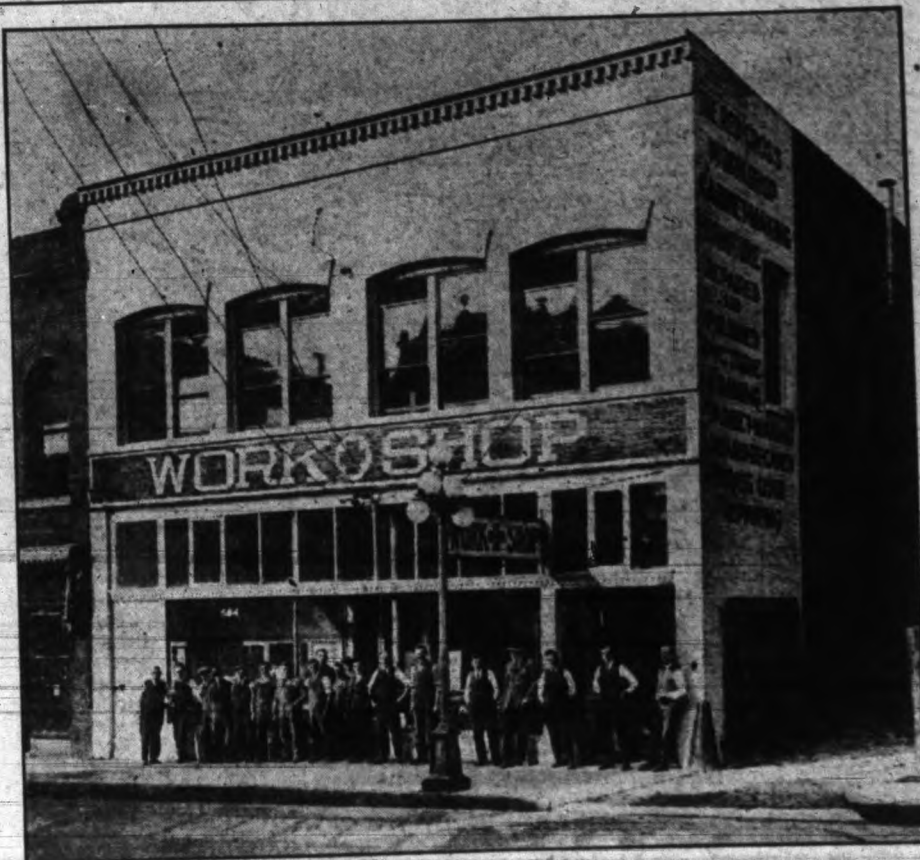
BRILLIANT HEAD LAMPS

The large twinbeam head lamps are full chromium plated, as are the radiator shell, bumpers and other exterior trim. Chromium plating was introduced into the automobile industry more than two years ago by Oldsmobile. It gives a hard, brilliant finish which is not affected by rust or corrosion.

All four springs are encased in leather boots in the de luxe line. These serve a double purpose by adding to the clean, trim appearance of the car and also in enhancing the quietness of operation.

A fine quality of heavy mohair in attractive design is used for the upholstery of the closed body types. In the landau the instrument panel is of burled walnut finish. Exceptional care has been taken in designing the interior finish of the de luxe models. Trouville blue is the dominating color of the de luxe landau, London

DISABLED VETERANS WILL EXHIBIT PRODUCTS OF RED CROSS WORKSHOP AT VICTORIA FAIR



How the Red Cross Workshops have enabled disabled veterans unable to compete in the open labor market to become capable workmen under sheltered conditions will be demonstrated by the Red Cross Workshop exhibit at the Victoria Fall Fair opening at the Willows Monday.

This exhibit will undoubtedly open the eyes of those who have not paid a visit to the shop to see the variety of

articles now being produced there by men crippled in the war. First started to keep these men occupied so that their minds would be off their troubles, the shop, under able management, has developed to the stage where it can be listed as an industry in Victoria.

Although with their disabilities the men cannot make the same speed on jobs as physically fit workmen, the quality of their work has won high commendation and many repeat orders. Large department stores and other

smoke is used as a contrast on the moulding and Lorenda green for striping.

TWO TONES OF GREEN

The de luxe roadster is finished in two tones of green—Orinoco and Ama-

zon. The belt panel at the sides is in locust cream. Shades of brown distinguish the de luxe sport coupe. Crockett brown is used on the upper panels and Toledo brown on the lower. The belt panel is in locust cream with London smoke

used on the garnish moulding and golden yellow for striping. The de luxe four-door sedan is a combination of Birmingham and Bloomfield greens. To these tones are contrasted London smoke mouldings and cream striping.

ART CLASS OF SHOW COVERS WIDE RANGE

Amateurs, Professionals and
Children Provided For

Work of professional and amateur artists and photographers, including children's efforts, will attract art lovers to the upstairs of the Main Building of the Provincial Fall Fair, opening at the Willows Monday.

Entries are called for in oil colors, water colors, commercial art and china painting, and in addition to the competitive exhibits several well-known artists have agreed to lend pictures to supplement the general exhibit.

Many branches of art are covered. Life studies, portraits or figures, life studies of animals, landscape or marine, and still life studies from nature are called for in oil colors. There are still more classes for exhibits in water colors or crayons.

There are open classes for modeling in clay and plaster cast, wood carving, silverwork, work, hammered, brass-plated brass, tooled leather, embossed leather and pyrography.

Sixteen classes are open to boys or girls, under sixteen years of age, for oil painting, water colors, drawing and designing.

In photography professionals are invited to compete with pictures of British Columbia subjects or photographs taken in British Columbia. A number of classes are provided for amateurs.

JOY ZONE AT FAIR GROUNDS



Catering to the Spirit of Youth, the skidroad will have many new features. Youth and age alike always find something to their liking amongst the amusements at the Victoria Fair.



On the Job

~ over all roads
~ in all weathers
~ at all times

WITH the superb ease of a thoroughbred that takes all in its stride, the "Bigger and Better" Chevrolet never falters in the most trying circumstances—proves its mettle on the steepest grades and in the face of the greatest obstacles.

The ruggedness of Chevrolet construction alone makes these things possible. There is no part of the engine—of the chassis—of the body that was not designed primarily for rugged endurance—put to the test again and again on the General Motors Proving Ground. As a result the "Bigger and Better" Chevrolet sturdily climbs without a halt, the steep slopes of the Rockies,

and ploughs its way through the deep mud and gumbo of half-made prairie trails. In whatever conditions it may be placed, the splendid ruggedness of Chevrolet remains loyal in the service of its owner.

Its long life has become proverbial—the very name Chevrolet is a synonym for strength that endures.

The "Bigger and Better" Chevrolet—beautiful in form—luxurious in appointments—supremely rugged in construction—powered by the famous Valve-in-head engine—offers solid, enduring, trustworthy performance even under adverse conditions.

No matter what the roads—no matter what the weather—at all times the "Bigger and Better" Chevrolet stays on the JOB.

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The G.M.A.C. . . General Motors' own deferred payment plan affords the most convenient and economical way of buying your Chevrolet on time.

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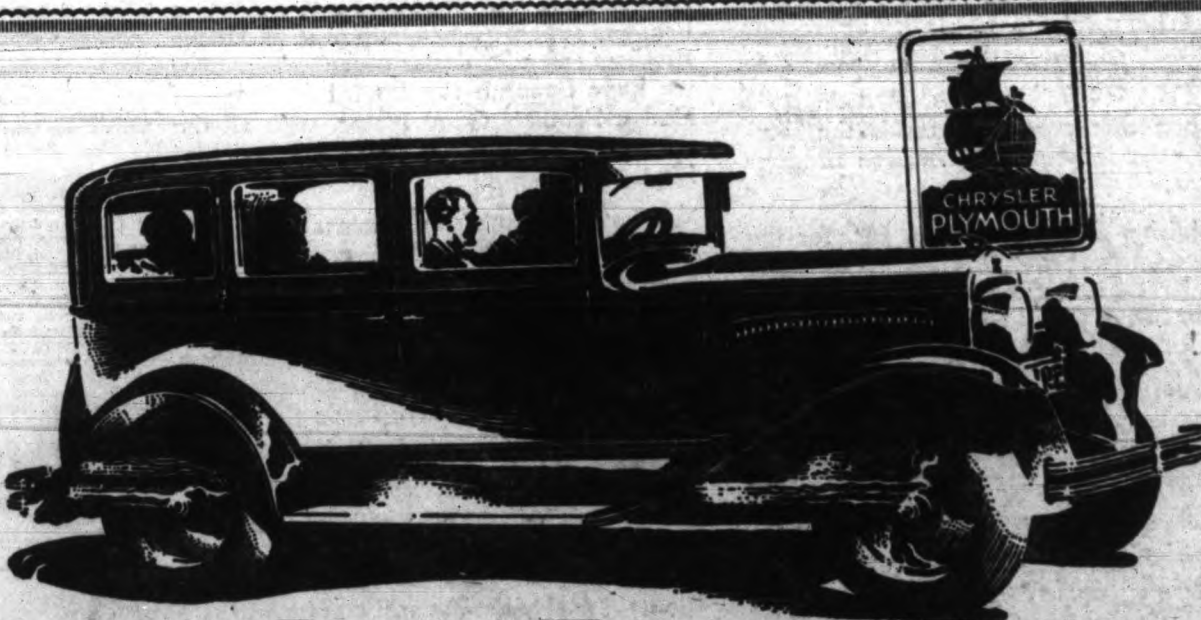
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An Unequalled Line of Cars and Trucks

PACKARD-WILLYS KNIGHT-WHIPPET-CHRYSLER-INTERNATIONAL TRUCKS

The latest models of the above cars will be on display in the Automobile Show Building at the Provincial Exhibition

AUGUST 20 to 25

THOMAS PLIMLEY LIMITED

1010 YATES STREET

VICTORIA, B.C.

1025 YATES STREET

Announcing

Victoria's Provincial Exhibition

August 20 to 25 Inclusive

To Be Opened By Hon. Dr. S. F. Tolmie, 3 p. m. Monday, August 20

WONDERFUL DAILY ATTRACTIONS

HORSE SHOW nightly (except Monday)
featuring six horse teams in competition.
AUTOMOBILE SHOW with new models
for 1929. GRAND STOCK PARADE on
Wednesday. COLORFUL SKIDROAD
with new features

View the wonderful showing of livestock, blue-blooded horses, purebred cattle, swine, sheep, goats—See the rabbits, poultry and birds. Know the products of this wonderful Island of ours.

Everything represented in Arts, Industry, Lumbering, Mining, Horticulture and Agriculture

GALEITY AND FUN

Rides, Shows and Booths Galore. Glittering, alluring. Catering to the spirit of youth in all. Here's the time to have fun with the kids.

COME TO THE FAIR
Throw dignity and age to the winds. Have the time of your life. Wonderful amusements. They're new. They're exciting.

See Victoria's Finest Exhibition

ADMISSION—AFTERNOON, 50c; EVENING, 25c—SCHOOL CHILDREN FREE

CATTLE HOLD MAJOR PLACE AT WILLOWS

Entries of Horses and Cattle Greatly Outnumber Any Previous Exhibition

Livestock at Willows From Many States and Provinces

Despite additions made in recent years to the great cattle barns at the Willows, the increase in entries has outgrown the facilities of the Fair, and extra temporary accommodation has had to be created. The big barn will be filled to capacity with prize stock, the array of sheep will be the greatest ever gathered here, swine entries have outgrown all preparations, and the horse stables have had to be supplemented by sheds adjacent to the sheep corral.

WIDE INTEREST
Cattle are coming to the Willows from Oregon, Washington, Idaho, Alberta, Saskatchewan, Ontario and all parts of British Columbia. Some of the finest stock in western America will be shown, and the competition will be keener than ever previously known.

MANY HORSES
Indicating the revival of general interest in heavy horses, chiefly because their economic place on the farm cannot be assumed by machinery, the Willows Exhibition will be marked by the presence of over 120 heavy horses, with many six-horse teams from all the western states and provinces. These teams will compete nightly at the Horse Show Building, where demonstrations of horsemanship, riding, driving and team handling will be important factors in the after dark daily programmes of entertainment.

In the light horse classes some magnificent jumping and riding stock will be shown, while the light driving horses are also stronger than in recent years.

GOATS POPULAR
The progress of the goat industry on Vancouver Island has synchronized with the activities of the Vancouver Island Goat Breeders' Association and their annually increasing showing of wonderful stock at the Willows Exhibition. This year the goat breeders will have on exhibition a greater variety of animals than ever before, with entries from many other sections of British Columbia in addition to strong competition from Vancouver Island points. The value of goat milk as a food for children has been the major factor stressed by the association in its persistent claim for recognition of the goat as a commercial animal. This has been increasingly stressed at the Willows each year, and will be strongly advanced at the fair next week.

DISTRICTS ARE ARDENT RIVALS

Competition For Honors Is Keen at Victoria Fall Fair

For keen rivalry there are few sections of the Victoria Fall Fair that compare with the district exhibits in which farmers of different communities of British Columbia pool their products or the best of their products in a bid for honors.

Every encouragement is given farmers of this joint effort, and they have not been slow to seize it in previous years. The sum of \$150 is allowed to any district or agricultural society exhibiting in the competition providing their exhibit scores forty per cent of the total points.

A first prize of \$400 is offered, a second of \$300 and a third of \$200. The J. W. Tolmie Challenge Cup is held by the winner for one year only. The prize has been won as follows since 1911:

Won in 1911 by Victoria district.
Won in 1912 by Victoria district.
Won in 1913 by Chilliwack district.
Won in 1914 by Saanich district.
Won in 1915 by Richmond district.
Won in 1916 by Cowichan district.
Won in 1917 by Richmond district.
Won in 1918 by Saanich district.
Won in 1919 by Saanich district.
Won in 1920 by Richmond district.
Won in 1921 by Richmond district.

The districts are invited to show samples of fresh and preserved fruits, grains and agricultural seeds, forage plants, roots and vegetables, table roots and vegetables, stock, dairy products, poultry, preserved vegetables and flower and garden seeds.

Extensive space is given over to the exhibits, and they always prove a feature much admired by the thousands of visitors who see them during fair week.



Be sure and try the delicious porridge and muffins served free at the

DINA-MITE EXHIBIT

Free drawing for set of beautiful silver

"This year Decide to Install a HART automatic OIL BURNER"



WE want you to see the PREFERRED-HART OIL BURNER. We want you to compare it with any other. And while you are comparing the price—compare, too, the service—for price comparisons are meaningless if service is forgotten. Discriminating buyers choose the Hart because of PREFERRED-HART economy, PREFERRED-HART service, PREFERRED-HART future dependability.

Lowest price of all based on years of ON-THE-JOB-SERVICE. In selecting PREFERRED-HART Oil Burners we are certain we have solved your problems as to which oil burner is best for you. We feel our choice of the PREFERRED-HART is your safeguard for carefree heat from a trustworthy oil burner.

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EXHIBIT
AT THE
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PHONE 1090 For Quick Want Ad Results!

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Phone 1090

YOUR AD WILL BE CHARGED
AND PAYMENT MAY BE
MADE AT A LATER DATE

PASSENGERS TRAVEL TO FAIR BY AEROPLANE



For the first time in the history of the Victoria Exhibition, a number of visitors will arrive by aeroplane. Reservations during week have been made by a number of Vancouver people, who will fly over to the exhibition in the giant tri-motored plane of the B.C. Airways, and at the same time get a wonderful birdseye view of the grounds before they land.

Manufacturers Bid Ahead For Space At Fair

In Spite of Arrangements for More Space in Building Many of Tardy Applicants Have Been Disappointed; Articles Interesting Farmers and Householders Predominate, While Novelty Manufacturers Seize Opportunity of Placing Wares Before Thousands of Visitors

Great improvements have been made in the Manufacturers' Building, at the Victoria Fair opening at the Willows next Monday, where the available space was contracted for many weeks ahead of the exhibition. The centre of the

upper floor has been removed, creating a lighting well to the main floor, whereby illumination from skylights is now distributed throughout the whole building.

The art exhibit will this year occupy the upper floor of the Manufacturers' Building, and will include a great array of pictures from Vancouver Island and houses. Many of the works to be shown are by well-known British and European artists, while the gallery will also display collections of the works of local painters.

The Manufacturers' Building is always one of the greatest magnets of the fair, and the one in which space is most eagerly sought. Months before the show is held applications are made by nationally known manufacturers for reservations. Victoria firms also realize the opportunity offered to present their products to thousands of visitors in an attractive manner, and it is often a revelation to many who attend the fair when they learn the great variety of articles made in Victoria factories.

Prizes are not awarded, but rivalry in displays is as keen as though valuable awards were at stake. Displays of special merit are rewarded by diplomas. The exhibits cover a wide range, the class calling for displays of engines and machinery, stoves and ranges, bicycles, buggies, wagons, cars, lorries, agricultural implements of all kinds, boats, hardware, tools, cutlery, firearms and sporting goods, gates and fencing, gas and electric light and fixtures, goldsmiths' and silversmiths' work, specimens of workmanship by mechanics and amateurs, refrigerators, incubators, household furnishings, boots, shoes, harness, saddlery, furniture and upholstery, glassware, earthenware, book-binding, printing, stationery, groceries, etc., building work and materials, knitting and sewing machines, musical instruments, carpets, wearing apparel in which entries are invited for displays manufactured in the province, chemicals, paints, etc.

In addition to these classes there are usually found in the Manufacturers' Building a number of novelty displays, manufacturers' of recent inventions, especially those that appeal to the housewife being always eager to place their wares before the public through the exhibition.

POULTRY AND RABBITS ARE FAIR FEATURE

Expansion of Industries
Shown By Prominence Won
at Willows

The dominant position which British Columbia poultrymen have recently assumed in egg export trade, with complete control of the supply of eggs for consumption within the Province, will next week be explained completely to the visitors to the Poultry Building at the Willows Exhibition.

This division of the Fair has developed to great importance in recent years, much of the magnificent stock annually shown at the Willows having been distributed throughout the Province for breeding purposes. Leading breeders claim that the climatic conditions of Vancouver Island are ideal for the production of perfect poultry, and the annual opportunity offered by the Victoria Exhibition has brought Island breeders in close touch with fanciers and commercial poultrymen from all parts of Western Canada and the interior of British Columbia. It is claimed that the poultry show at the Victoria Exhibition is now the most important of the kind in the West, and these claims have never been contested.

RABBIT INDUSTRY

In the Rabbit Building this year will see a great expansion of an industry which commenced a few years ago in a very small way. Rabbit breeding for pets and meat is now an established business of annually increasing importance to Vancouver Island, and the Willows Exhibition has shared in no

small way in the development. A few years ago the Rabbit Breeders' Association found sufficient accommodation for their pets in a tiny dark shack in a corner by the Horse Show Building. To judge the animals it was necessary to take the competing animals to the door to obtain sufficient light.

To-day the Rabbit Building occupies quarters on a par with any of the other major divisions. There are more than a score of distinct breeds, and in many of the classes more than a dozen individual animals will compete for priority.

Rabbit breeding on Vancouver Island has become an established industry, the output from some of the commercial plants being worth from \$12,000 to \$20,000 annually, with the fur sold in advance to New York wholesale furriers. One such plant near Mill Bay, where rabbits are raised in a self-cleaning and self-feeding building of remarkable type, is operated by a Swiss expert who first was attracted to Victoria by the demonstrations staged at the Willows.

GIRLS TO SHOW COOKING SKILL AT FALL FAIR

Pupils of British Columbia
Schools Compete For Exhibition Awards

One of the most comprehensive exhibits at the Fall Fair opening at the Willows Monday in its appeal to all visitors is the school exhibit open to all students of British Columbia but

mainly consisting of the work of Victoria pupils.

No entrance fee is charged the students and they are invited to compete for money prizes and diplomas in many branches of school work. The little girl of six years of age to the advanced student of seventeen years and over are provided for in the many sections.

Girl students are invited to show their skill at the domestic arts of cooking and needlework. Even little girls of from six to eight years of age will compete. For some time past nimble little fingers have been at work preparing doll's beds, making babies' bonnets, shopping bags, babies' bibs and towels.

Little girls of from eight to ten years of age and from ten to fourteen have been making nightgowns, middy

blouses, dresses, rompers and stockings. More advanced needlework will be shown by girls of from fourteen to seventeen years of age.

Girls of the tender age of eleven will show their skill at cooking in competition with girls up to fifteen years of age. They will exhibit bottled fruit jelly, jam cakes, biscuits, muffins, gingerbread and fudge.

Older girls of from fifteen years of age to seventeen years of age will compete in bread making, cake making, pastry making, bottling fruit, making jam, marmalade and candy.

Closet Conveniences

There are all sorts of inexpensive pasteboard cupboards on the market now for shoes, stockings, hats and lingerie, that come in pretty colors and a variety of sizes. Any closet can be made far more convenient by the use of one or two.



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VICTORIA, B.C., SATURDAY, AUGUST 18, 1928

New Vision Guides Teaching Methods

Limits Of Indian Tribal Life Point Way To Progress

Educational Objective Now is Development of Initiative of Student

Primitive Tribal Existence of North American Red Indians Attained Limits of Stoneage Knowledge. White Men Owe Advancement to Improved Tools. History Studies of Modern Schools Reviewed in Brilliant Plea by Prof. V. L. Denton, for Establishment of School Libraries

THE revolution which the last century has witnessed in educational practice, and a forecast of the expectations of the coming century, featured a brilliant address to the Rotary Club by V. L. Denton of the Victoria Normal School at the Empress Hotel last week. To illustrate the educational objectives of to-day Mr. Denton reviewed the modern method of imparting instruction in history, dealing particularly with social developments and the life of the Red Indian peoples of the North American continent. The address was as follows:

"You asked me to speak to you to-day at your luncheon and I presume you wish me to say something that you can listen to without too much strain, and that it may be so presented that you may possibly carry away a modicum for future reflection.

"I am primarily interested in education. It is an absorbing topic to me all the time, but to you it is generally given close scrutiny at the

time the mill rate is struck for school expenses. At that time the teacher's salary looms large and formidable and ratepayers growl over increased schedules, new equipment and additional courses. At least, to your everlasting credit, you have paid the bill to date, but I am quite convinced you are going to pay even larger bills in the future. In this particular regard you have gone far beyond our ancestors.

FEW THEN, MANY NOW

"Most of the material comforts of life which we now have were available to the fortunate few fifty to 100 years ago. But there was no system of education such as we have in British Columbia in the days when my father attended school in the little one-roomed house by the sea in far Nova Scotia. Our children to-day, you will all agree, have far better equipment, and are getting far better instruction, but what may not be so clear—all of them are getting it.

MUST KEEP UP

"Modern life has become complex; it will continue to grow in complexity and just as surely our educational system must grow to meet our changing needs. We realize to-day in Canada that a strong nation is a well-trained nation. To remain in business we must keep abreast of the times.

"So the school, the teacher, the inspector, and all the fraternity of those who teach have, for a number of years, been analyzing the subjects taught, testing their adaptation to the life of to-day, devising new methods, improving old methods, adding new courses and adopting new viewpoints. Among those subjects which adorn the school curriculum is our old friend history.

You probably remember it as a formidable list of dates, of lengthy lists of kings and queens, of great battles and things called chief events. I think I can truly say that to-day we have a new history, a new conception of history, a something our ancestors never had.

CHANGED VIEW

"History has been defined as a record of



Queen Johnnie sits in state, proud of her nose ring and lip brooch.

the past. We are beginning to understand that this 'record' should include more than the personal doings of kings, potentates and erstwhile rulers of warring principalities and states. The 'New History' would include more than the political record, it would seek to explain the life of the common people, how they built their houses, the food they ate, and the clothing they wore. It would busy itself with the state of civilization of any human group at any particular epoch of time. This we call social history, and the bookmakers of to-day are turning out a truly wonderful assortment of texts along this line.

"Our history of to-day should show the continuity of growth and development of human society. How the stone castle and walled town gave place to the manor house and the city of tree-shaded streets and suburban areas. How the bow and arrow gave place to the blunderbuss and rifle; how the use of iron, coal and coke made steel and the steam engine a possibility and a necessity; how the cottage loom grew into the great factory and how the rotation of crops resulted in a generous food supply, creating a reserve of wealth which we call capital. These and many more are the vital concern of our history of to-day.

LIBRARY NEED

"The new history touches life at every angle. Its successful teaching requires a well stocked library of reference texts with which to supplement the prescribed school text and the oral instruction of the teacher. Our schools have been rapidly changing their basis of instruction in a number of subjects and in none more so than in the teaching of history. We have socialized the material of history and we are now socializing the instruction.

"This means primarily a good school library which the ratepayers are being called upon to provide. To-day history calls for books—more books, more library facilities in the schools. If British Columbia is to keep abreast of the times this matter must be solved within the next five years. We hope to have the Rotary Club strongly behind the schools in this regard.

RED MAN'S LAND

"In order to give point to what I have stated in a general way let me attack an old and somewhat familiar topic in the light of the new history. North America has been called the Red Man's continent. When our forebears came to these shores they found tribes of Indians in possession. Some they slew, some they conquered, some they drove away.

IRON OUSTS STONE

"How did we manage it? By the use of iron weapons, the rifle, the axe, the saw and the hammer. By the use of domestic animals, the horse, the sheep and the cow; by the use of the wagon, the plough and the harrow. The Indian whom we dispossessed had none of these. His civilization had reached the utmost limit of the stone age man with tools of flint, bone and horn. He had no domestic animal other than

the dog. His agriculture was limited to the growing of maize (corn), beans and pumpkins, and farther south the potato and tobacco. He lived a simple communal life.

GREAT DEBT OWED

"The white man found these very things in use and forthwith adapted them to his own use. We really owe a debt to the Indian for his contribution to our civilization of the tobacco plant, the potato, and Indian maize or corn. Certain tribes had learned to use these plants, had domesticated them, and our civilization to-day is the richer for that effort. The new history would seek to give credit to the Indians who through long ages had learned the use of at least two such valuable food plants.

"The real Canadian is the Indian. He is the true native-born. We are the interlopers, the new-comers. Is it any wonder then that he refuses to adopt all our customs and ways of thinking? That he holds fast to the customs of his tribe and reveres the ways of his people?

"The new history would seek to preserve the records of those beliefs, of his customs and habits. We would learn of how he adapted himself to his environment, how he overcame the sometimes cruel forces of nature and how he managed to live a fairly comfortable and happy existence. Such history teaches us sympathy and consideration toward others.

THREE TYPES

"Surveying briefly then, the home of our Canadian ancestors, we find three types of Indians. For lack of a better grouping let me refer to them as the Indian of the Birch Tree; the Indian of the Buffalo, and the Indian of the Cedar Tree. Looked at in this manner each is a study in adaptability to environment. Since we are all of us to-day subject to the same and similar laws, a study of the more simple existence of the Indian life is a fine foundation for a study and understanding of the more complex life of to-day.

BIRCH TREE MEN

"Let me elucidate briefly. The Algonquin and Iroquois tribes of Eastern Canada, from Lake Superior to the sea, depended in the main upon the birch tree for their material comforts. From it they made their canoes, whose design we have adopted but not improved. With its bark they covered their frame dwellings, and made their pails, dishes and the cooking boxes into which they threw hot stones to boil their meat. On it they wrote their letters, and by it they kindled their fires. Take away the birch tree and what would you have left to the Indian of the Laurentian and Appalachian region?

BUFFALO HUNTERS

"The Indian of the prairie, the Sioux, the Crees and the Blackfeet, to mention but a few by name, were par excellence the champion buffalo hunters of the world. Its hide covered their tepees, its sinew provided thread, the shoulder blades made good hoes and spades, the fat and meat gave us pemmican—oh, delectable dish!

"When the white man slaughtered the buffalo the Indian either starved or went on the warpath. So would we have done. The Riel Rebellion, the Custer massacre, can be explained far better by an economic interpretation than by recourse to exaggerated ideas as to the natural ferocity of Indian nature. Drawing and quartering and tearing by wild horses are white man equivalents to scalping.

CEDAR CIVILIZATION

"The Indian of the coast of British Columbia adapted himself to his environment by a most complete and wonderful use of the cedar tree. From it he split the boards which covered his house. Out of it he hollowed his canoes. By means of the canoe he could go fishing and procure food from the sea; and by means of the boards he protected himself from the rain of this wet and humid climate; otherwise rheumatism would have claimed him long ago. From its inner bark he wove a comfortable clothing and from its roots wove nets and lines. Totem poles and ceremonial masks were also made from this friendly tree. His dishes were carved from the cedar, his treasure chests and his cooking boxes.

WHITE MAN'S BETTER TOOLS

"The Coast Indian of British Columbia is a most colorful individual and his adaptation to his environment was simple, clever and complete. The white man still uses the cedar for a roof covering, but he also used the other great trees of the Pacific Coast forest. That is why he is in possession—superior tools, superior use of the raw material. That same white man catches and cans the salmon, and got his first lessons from the Indians; some say he is destroying the salmon. We chase the whale, rob the halibut

grounds and dig in the hills for gold. What a crazy lot of fools the miners of 1858 must have appeared to the Fraser River Indians of that day and generation!

DEFINITE AIMS

"To apply this conception of history to the



Coast Tribe Chief, 1845.

whole breadth of Canada, from the day of Jacques Cartier to the inception of the Great War, and on this coast from the days of Bering and Cook down to the building of the P.G.E., means on the part of the schools certain definite aims.

"The first of these is a better knowledge of the history and a wider knowledge of the history on the part of the teacher. The teachers are attending Summer schools, here in Victoria, in Vancouver and elsewhere. There are 400 here, another 400 in Vancouver, and probably 200 attending outside the Province. Not all of them are studying history, though all of them should. But every subject on the course of

study is under equal review, equal adjustment to present-day conditions.

TEACHERS AWAKE

"The teachers have awakened, they are alive and open to suggestion. They need support in good salaries, in opportunity to travel and to hear good music, and in library equipment.

"You are getting back two dollars in value for every one you give. If it were not for our schools we could revert in a single generation to the Nootka type of Indian and have to learn all over again the uses of the adze and the salmon spear.

BOOKS REQUIRED

"In the second place the schools need more and still more library equipment with which to educate the children. Some day a visitor is coming to Victoria and will visit one of our schools. After a personally conducted tour of the classrooms the principal, or Mr. Dean, will say 'Come in here, I wish to show you our school library. Here are the sinews of our system, here is the raw material from which we fashion those mental images and ideas upon which the children grow.' We have reached the apex of the oral lesson. We can do no more. To paraphrase the Scriptures, 'We can make passable bricks, but we can make better ones with a little straw.'

"Our Canadian ancestors have provided us with a most colorful and entrancing story of life in its simplicity and in its adaptations. The history of our land of Canada can be made one of the most vivid and interest-compelling subjects on the curriculum. That is still one more debt we owe to the dusky aborigines.

ORAL TEACHING

"And so, as the Indian failed to advance beyond a certain point, as with each generation the knowledge hardly won was transmitted from mouth to ear, some was retained, much was lost. Advance was retarded and the Indian was superseded, his lands were usurped, his beliefs derided, and he became a subject race.

"The lesson to us is clear. We must make our accumulated store of information more readily available to the children in our schools and in our homes. The lessons of the teacher should have a carry over into the realm of books. Children need to read, digest and reflect as well as merely listen to the oral promptings of the teacher. We can make better citizens if we have better tools. Our children can mould a better Canada, and as we ourselves pass to that ancestral condition to which all of us must pass, we may be proud that it is so."



Fraser River Indian woman of superior type.



Chief Anawes of Kistilano tribe, typical of Fraser River Indians, in ancestral ceremonial garb.

Week-end Cables and Special Dispatches From Across the Atlantic

BRINGS SIX STURDY SONS FROM ENGLAND TO CANADA



J. A. Ledson ranked as the third largest farmer in Great Britain has disposed of his 5,000-acre property beside the River Dee, and has purchased large holdings in Ontario. He is seen here with his wife and six sturdy sons as the family arrived here in Montreal on the Cunarder Andania.

LONDON LETTER

London (By Mail).—Sir William Joynton Hicks is still in the limelight, and he must be getting rather tired of its glare. A little prominence is welcome to all politicians, but incessant attention from the public becomes somewhat trying. There is, however, an excuse for this public curiosity. The Home Secretary has been alternately frightening and soothing us. At one moment everything is wrong; at another moment everything is right. At one moment the police force is the finest force in the world; at another moment it is a sort of tepid, whitewash, while Lord Byng restores the morale of the force. It is all very confusing, and recent events rather suggest that the Home Secretary is occasionally a little lacking in balance. The result of the Savidge inquiry is distinctly unsatisfactory. The majority report is a sort of tepid, whitewash, while the minority report is, perhaps, too critical. On the whole, public opinion seems rather to incline to the views expressed in the minority report, and we may take it that pending some definite recommendations from the committee which is going to overhaul the whole question of interrogation by the police, Scotland Yard will exercise greater care in its methods. The present trouble is largely a sequel to the Great War. During the Great War, Sir Basil Thomson and the special branch had to examine all sorts of suspected persons, and such examination was conducted under abnormal conditions. It does not appear that throughout the Great War any injustice to any honest citizen resulted from these methods of examination, but it would seem that war traditions have survived and inquiries by Scotland Yard, quite honestly intended, may have assumed forms not absolutely in accordance with the Civil Law.

THE TROUBLE IN THE YARD

It would certainly be a great advantage, both to the police and to the public, if the commission which is to be appointed, would frame clear-cut rules to govern all police inquiries. A disagreeable feature in the present position was disclosed in the course of the discussions in the House of Commons. The statements as to the relations between some officials of Scotland Yard and certain newspapers came as a surprise to the House, though not to the journalistic world. It is not, of course, suggested that officials who have given helpful information to the newspapers have in any way prejudiced either the operation of Scotland Yard or the case of the persons concerned. But the taking of an honorarium from a newspaper under such conditions is

certainly not desirable. The appointment of Lord Byng should result in a cessation of this practice, and if the practice does continue there may be some changes in Scotland Yard. Probably there will be changes in any event. There seems to have been a good deal of friction and of sectional jealousies within the Yard, and it is to be hoped that that situation that the Home Secretary went far afield to get a new Chief-Commissioner. Lord Byng will bring an entirely fresh mind to bear on the problem. There will be no personal considerations to influence him, and his record shows that he will not be afraid to act fearlessly.

A MARVELOUS VETERAN

If Lord Oxford, before he died, saw his character and his work, appreciated by all political parties, Lord Balfour, on his eightieth birthday, finds himself the recipient of praise and appreciation from the whole country. He looks back on a wonderful career, and still more extraordinary, at the age of eighty, despite a serious illness, he still retains a generous measure of physical vigor, and his mind is as keen and alert as ever. His two greatest achievements in his long career are, perhaps, his Education Bill and his establishment of the Committee of Imperial Defence. His Education Bill was the subject of the most acute controversy at the time of its introduction, but it has formed the basis of all subsequent educational legislation, and it was the Committee of Imperial Defence which enabled us to take stock of the strategic possibilities of the Empire, and eventually to put our military and naval resources in anticipation of the Great War. Possibly Lord Balfour's other achievements may be reckoned the introduction of golf in England. It was he who first popularized the game in the south, and Mr. Balfour and his bag of clubs were a valuable asset to the cartoonist. It is curious that in his later years he has turned from golf to tennis. Until a year ago he was playing tennis quite actively, and even now he expects to start again! He was an assiduous attendant at Wimbledon this year. He once said that he did not realize how old he was until he took a charming young lady to dinner and, the talking of tennis, said, "By the way, Lord Balfour, have you ever thought of taking up golf?" "I then realized," said Lord Balfour, "that there were nearly two generations between my early golfing days and my young companion at the table."

THE KING'S CUP

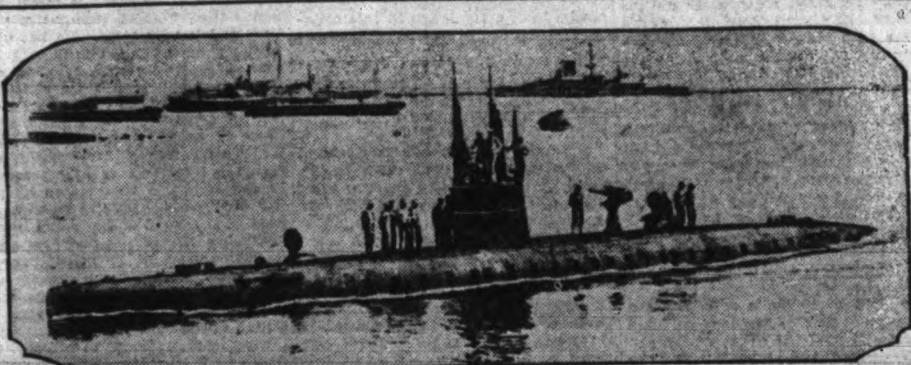
Congratulations are due to Captain W. Lawrence Hope for winning the King's Cup two days' air race around

Great Britain for the second time in succession. This race, always an exciting affair, was this year particularly thrilling, and unfortunately ended in a crash which caused the death of Mr. Warwick on a lonely Scottish moor is not yet clear, but it seems from all accounts that the airman probably lost his way in a mist and struck the top of a hill. A sound knowledge of topography and meteorology seems indicated as an essential part of a pilot's equipment, and with the increase in "amateur" airmen this need may yet become very pronounced. Eleven machines arrived at Glasgow, the half-way point, within half-an-hour of each other, while at the finish only about five minutes divided the first aeroplane and the third. This is a great tribute to the nauticappers who are faced with a very difficult task owing to the number and variety of machines. Captain W. L. Hope's machine was a D.H. 10th of eighty-five horsepower; Miss W. E. Spooner, the only woman competitor, who led all the way to Hamble (Southampton) and was overtaken by Hope just before reaching Lympne, arrived third and won the Sudley trophy for light aeroplanes. Her machine was also a D.H. 10th, but with a sixty horsepower engine. C. F. Weiss, piloting a Bristol aeroplane with a ninety horsepower engine, was second. Captain Hope's flying time over the two days was 10 hours, 24 minutes, 4 seconds, his average speed being 105 1/2 miles an hour. Captain H. S. Broad, on an eight-horsepower Moth, was fourth. Captain Hope, who was all smiles, and looped the loop before descending, said: "I did not think I would pull off the race for the second time. I shall certainly make an attempt on the cup again next year."

ENGLISH COUNTRY LIFE

Death duties, high taxes, the servant problem, and the high cost of living are rapidly removing from the face of England her stately country homes which have always been the envy of the world. It has been said that in 100 years' time not a single country estate will remain as we know it to-day unless something is done to prevent it. The tendency is for these beautiful estates to be given over to the speculative small builder, who covers them with hideous houses, destroying the beauty of the countryside. Stoke Court, one such ancestral mansion, will, it is hoped, be saved from the destruction which threatened it by its conversion into a country club. The first of its kind in England. Needless to say the "country club" is an American institution. But the group of owners, who took over Stoke Court when the economic strain of maintenance proved too great for a single owner, claim that no American country club can compare in atmosphere and old-world charm with that which England can provide.

CARRIED TWENTY-SEVEN TO DEATH



Above is a picture of the Italian submarine, F-14, which is now in drydock in Italy after being raised from the bottom of the Adriatic. When the craft sank last week following a collision in which the Italian destroyer Giuseppe Missori struck it near the stern, it carried down twenty-seven men. Great speed was made in raising the submarine, but sea water had reached the storage batteries, and created chlorine gas and all aboard lost their lives before the vessel was brought to the surface.

WARFARE MAY BE REVOLUTIONIZED

Scientific Authority Says Sound Can Strike Men and Animals Dead

London (By Mail).—A sensational scientific discovery that may revolutionize warfare was announced recently. Men and animals can be struck dead by a sound wave too highly pitched for the human ear to hear it. "An ordinary quartz or crystal can be made to produce sound waves to the number of hundreds of thousands per second," said a scientific authority, explaining the new discovery. "Its pitch is so high that it is far beyond the range of audibility. It sets up vibrations in the ear of anyone within range so powerful that they shatter the blood corpuscles and produce instant death." So far this new death ray has not been tried on a human being. But its effects have been studied on animals. In these experiments death was as sudden as a violent electric shock. These high-frequency waves are called supersonics. To what extent they can be used for war is doubtful. Peace-time uses have so far been directed to substituting them for machinery in the manufacture of emulsions. An emulsion is a mixture of oil and some other ingredient; and the tremendous "shaking power" of supersonic waves could be utilized there.

OVERSEAS SCOTS WELCOMED HOME

Bagpipes Skirl For 2,500 Back From America and Canada

London (By Mail).—With the tartans fluttering, and to the skirl of the bagpipes, 2,500 American and Canadian Scots were welcomed home to Scotland one night this week. This large contingent of returned soldiers arrived in the Clyde at Greenock on board the Anchor Line steamer Caledonia, and Transylvania just after midnight, and when the glow of the sun was still on the Argyllshire hills. The liners were met some distance down the Firth of Clyde by a pleasure steamer, the Helensburgh, with a large company on board, who welcomed the visitors with cheers, the singing of Scotch songs and the playing of bagpipes. These overseas Scots, who comprise people of all ages, will spend six or eight weeks in the homeland. The visit has been arranged by order of the Scottish Cland, a federation of Caledonian societies, and other Scottish organizations whose memberships extend from the Atlantic to the Pacific Ocean and from the far northern wastes of Canada to the Mexican border of the United States. This is the jubilee year of the Order of the Cland, and the present trip, which is the largest that has yet been organized, is designated "The Jubilee Argosy to Bonnie Scotland."

SHUTS OUT WORLD TO WRITE NOVELS

Sir Gilbert Parker Blindfolds Himself to Work

London (By Mail).—Sir Gilbert Parker, the novelist, who recently returned from Palestine, where he went to get data for his novel on David, has lying about in his bed, blindfolded, writing his latest novel. He is blindfolded on the arm of a chair, folded in the shape one uses to blindfold anyone. Asked what it was for, Sir Gilbert said, "I went into Sir Henry Irving's dressing-room one evening. He was lying down with a big silk handkerchief over his eyes, and he said, 'I do this to get ten minutes' sleep every evening. It rests me.' 'I bought two handkerchiefs,' added Sir Gilbert, 'and tried the same effect. I am a very bad sleeper, but when I travel now I tie one of these handkerchiefs over my eyes, and very little for the first two days, and I haven't been awake for the last twenty-seven years. Now, when I am dictating, I tie a handkerchief over my eyes as well. The world is shut out. The handkerchief keeps the nerves of my eyes quiet, so I can dictate for one or two hours without fatigue.'

STILL EXPLOITING AT SIXTY-SEVEN

Dr. Nansen is Contemplating a Flight to the North Pole

London (By Mail).—Although sixty-seven years of age, Dr. Nansen, the famous explorer and social worker, who in 1922 was awarded the Nobel Peace Prize, is contemplating a flight to the North Pole. Describing a visit he recently made to Dr. Nansen by a number of boys from Bembridge School, J. Howard Whitehouse writes: "We learned with surprise that he hoped next year to go on an Arctic expedition, by airship. One was being built for him in Germany by sympathizers who had undertaken that, when completed, it should be first placed at his disposal for two journeys."

FAMOUS PEDAGOGUE



DR. F. NORWOOD

headmaster of the celebrated Harrow School in England, caught by the camera as he entered the Lord's Cricket Grounds in London for the annual Eton-Harrow match.

BOYS DISCOVER STAMP FORTUNES

London (By Mail).—The Newton Abbot boy who found nine Indian stamps in his grandfather's album and sold them for £9 to a chum, who sent them to a London auction room, where they fetched £190, is not the only lucky lad who has found riches. The rarest stamp in the world, the one-cent British Guiana, whose passage from the Ferrari collection to that of Arthur Hindle, cost over £7,000, and the King's blue Mauritius were found by another boy, whilst a third found the copperplate upon which J. Barnard, a watchmaker, scratched the design from which it was printed.

HE'S VISITING US



JOHN W. TURPIE

Here you have John W. Turpie, fifteen-year-old schoolboy and member of the Westminster Troop of Boy Scouts, who is working his way to Canada and across to New Westminster, B.C., as a representative of his troop, with which the New Westminster Scouts is affiliated. Turpie will take a job on a C.P.R. liner for his Atlantic passage and cross the continent as an employee of the railroad.

EAGLE WINS DEATH BATTLE WITH BOY

Flings Him From Nest to Rocks One Hundred Feet Below

London (By Mail).—A native boy who robbed an eagle's nest at Zem-mora, in Morocco, was killed after a fierce battle with the bird, which first inflicted terrible wounds with its claws and beak, and then flung him from the nest to the ground. A fall of 100 feet. The eagle had been preying upon the sheep and other animals belonging to the natives, stealing rabbits, pigeons, chickens, and even lambs, which it carried off to its nest for its eagle. The natives would wait until the eagle left the nest, and then climb up and steal whatever the bird had brought for its young. A native boy named Ari was removing a rabbit from the nest when the eagle returned and attacked him. The boy, with his head and face horribly lacerated by the bird's claws and beak, struggled to beat off his assailant. The eagle attacked more fiercely, and with its wings hurled the boy to the rocks below, where he was found dead. Gendarmes captured the eagle, and brought it to the barracks.

PRINCE'S PIPE WAS WELCOMED

Gracious Gesture at Luncheon Banquet Shows Tact of House of Windsor

London (By Mail).—The Prince of Wales made a gracious gesture when he produced a pipe at the luncheon banquet given by the British Academy in honor of the Earl of Balfour. There were several eminent scientists in the company who obviously did not want to smoke cigars, and so the Prince set a precedent by producing a pipe. Thus he continues the tradition of tact possessed by the house of Windsor. The Earl of Balfour must be one of the most astonishing men of contemporary Europe. Age obviously lay lightly on him. At the banquet he had all the old gestures and his hands gripped the lapsels of his frock coat in the good old way when he stood at the box of the House of Commons. And he still emphasized the articles in his various speeches in exactly the same way.

DICK ENGLAND, FIRST BOOKIE

History Recalled as Lord Chief Justice Decides Point

London (By Mail).—Lord Hewart's question, "What is a bookmaker?" one which he, as Lord Chief Justice, may be left to solve, but the turf historian records that the first bearer of the title was a certain Dick England, whose figure was familiar on the racecourses towards the end of the eighteenth century. Dick seems to have been a man of spirit, for in 1794 he outwitted a dishonest client at Ascot so strenuously as to provoke a duel, wherein he shot and killed his opponent. Fleeing to France, he was arrested as an aristocrat, sentenced to death, narrowly escaped the guillotine, concluded that home was the safer place after all, and contrived to escape back to England. He stood his trial for manslaughter and was sentenced to a year's imprisonment. After which, no doubt, he returned to his old vocation in a chastened mood.

WOMAN IS AFTER HONORS FOR SPEED

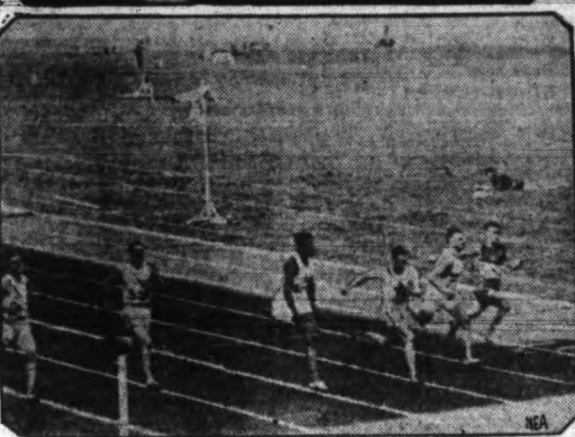
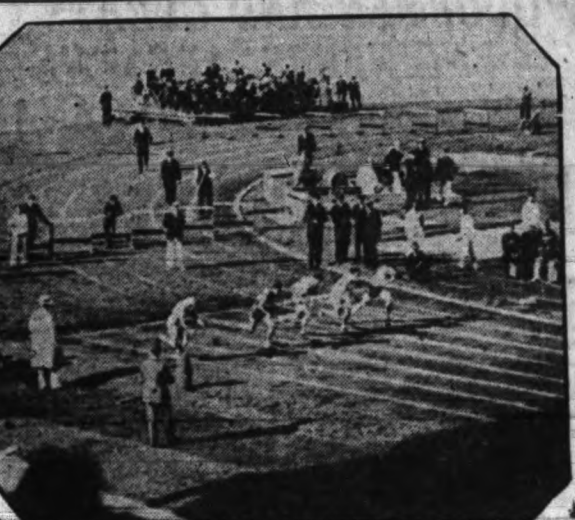
Miss Cairastairs Has Hit Eighty Miles an Hour With Latest Boat

London (By Mail).—Miss Cairastairs, continuing the tests of her racing motor-boats, which are challenging America for the international motorboat trophy, has achieved a speed of eighty miles an hour with Estelle II. The test was carried out on Lake Windermere recently, having been previously postponed owing to unsuitable weather. Miss Cairastairs had the lake to herself, and, apart from those directly concerned, nobody knew that the test was to take place. After accomplishing this high speed the boat had to be towed in owing to exhaust trouble. The sister boat, Estelle I, was also tried, and again marked improvement was noted, as she attained a speed of about fifty miles an hour.

The Church of To-day

The Rev. F. A. Iremonger, Vicar of Vernham Dean and Chaplain to the King, has collected for publication a series of interviews with leading members of the church on the present condition of the church in England. The book will be entitled "Men and Movements in the Church." Among the divines interviewed are the Rev. H. E. L. Sheppard, Dean Inge, Lord Hugh Cecil, the Rev. E. A. Studdert-Kennedy and the Bishop of Manchester.

HOW 100-METRE SPRINT WAS WON



Here you see the greatest sprinters in the world competing for Olympic honors at Amsterdam. At the top is shown the start of one of the heats in the 100-metre event, which the United States team confidently expected to capture. Two of them did qualify, but the lower photo shows how the "dope" was upset. Percy Williams, an almost unknown Canadian schoolboy, is winning the final heat. Left to right are: Frank Wykoff, United States; McAllister, United States; London, Great Britain; Williams, Canada; Lammers, Germany; Legg, South Africa.

LITERARY NOTES

During the years of his Ambassadorship in London, Prince Lichnowsky won the respect and the affection of all with whom his mission brought him into contact, and when he, with his charming wife, stole silently away from the city in the grey dawn of an August day, their going was less than the manner of it, was deeply regretted, not only by those who were able to appreciate the wise and generous part he had played as peacemaker between the German politicians and our own, but also by a large circle of friends. It follows then that his book, "Hooding for the Abyss," is being widely discussed and read. Criticism there is none, for the book is typical of the man. The most important chapters, from the historical point of view, are those which contain the complete text of Lichnowsky's despatches from London between 1912 and the catastrophe of 1914. Two crucial years when Lichnowsky on the one side, and Lord Haldane and Sir Edward Grey on the other, were making a last effort to bring about a better understanding between the two countries. The Ambassador's evidence, conveyed officially at the time to Berlin, is conclusive. These despatches show how earnestly Sir Edward Grey worked for peace, but at the same time they insist that there was a point of concession beyond which Britain could not pass. But the German Government would have none of Prince Lichnowsky. To his entreaty for moderation, over the note to Serbia, Von Jagow replied that the more firmly Germany backed up Austria the sooner would Russia give way, and the main charge Prince Lichnowsky levels against the conduct of German policy is the Austrian alliance. This fatal step—fatal because it could not fail to

weaken the tie which bound Germany to Russia—the Prince attributes to Bismarck's personal antagonism to Gortchakoff. He was entirely opposed to Bismarck's foreign policy, and even more opposed to the policy of those whom he calls the Epigones—the little men who followed Bismarck. Of Baron von Holstein he formed a most unfavorable estimate, and he insists that by his persistent and successful opposition to an understanding with Great Britain, he was as much responsible as any other single man for the Great War. The moral which Prince Lichnowsky draws from his long and tragic experience of public life is that a policy of alliances linked by the insane race for armaments must inevitably lead to war.

SOME WOMEN WRITERS

Very few people know that Baroness Emmuska Orczy, who has a new novel beginning in The Morning Post, was an artist in her early life. In 1890 she studied at Heatherley's well-known school in Newman Street, London. Her fellow students included Maurice Greiffenhagen, now a Royal Academician, Sidney H. Sims, the brilliant artist, and Montagu Barstow, who afterwards became her husband. Barstow—fatal because it could not fail to

GENERAL NOBLE GOES HOME



It is a crushed and dejected Umberto Nobile who is pictured at the left, for the commander of the ill-fated dirigible Italia was just returning to Italy from the region of the great Arctic disaster. At the right is Biagi, radio operator of the expedition. He is holding General Nobile's terrier mascot who went through the entire harrowing adventure with her master.

A PAGE FOR THE CHILDREN

WOODSMEN AND GREAT ENGINEERS ARE THE BEAVERS OF CANADA

Living in Contented Communities, the Beavers Are an Industrious Family of Gnawers

Here and there about Vancouver Island the fast vanishing colonies of the beaver family are still to be found by those who use their eyes in the woods, and who do not broadcast their coming too rashly. The beavers are the largest of the gnawing animals, and remarkable for the degree of intelligence they show in their social communities.

They are sturdily built and well adapted for life in the water, with broad flat tails and webbed hind feet. With a length of forty-four inches, their bodies are thick-set and heavily furred on a blackish-brown or dark bay color, becoming brighter on the head, at the sides of the neck, and with black ears.

The beavers have been compared to a humble, primitive race of people, of a peaceful disposition and with few wants. It is their custom to dam up small streams to build their mud-plastered log-cabins on the side of the pools thus made, with the quaint under-water entrances.

When a pair of beavers decide to break away from the parent colony and wish to settle down, their first act is to find a suitable site for the new home. Old and young members of the colony like help in this home-making, by turning out to work under the direction of the adult members of the colony.

The first step, after the location has been chosen, is the felling of trees to make the dam. The beavers gnaw parallel grooves around the tree, and rip out the wood between the grooves with their chisel-like teeth. Other grooves are cut deeper into the trunk, and again the wood between is ripped free. This goes on until the tree, weakened on its water side, drops to the ground. It is then stripped of its branches, cut into short lengths, and all taken to water, precisely in the manner that Canadian loggers would go about the same work with their man-made tools.

The dam is made of these short logs and trunks, bound together by wattling, and filled in with stones and earth. The whole dam is bent against the course of the stream to withstand its pressure, and its construction follows the best engineering practice, it has often been shown.

The dam is sometimes reinforced by other dams below the first, to back up the water and relieve the chief dam of some of the pressure. When the

water rises, the beavers watch the sides of the pond carefully, and dam up, any depression in the ground which shows signs of leading the new level of the water away from the pond, to keep the pool at the desired level.

The beavers live in an easy and carefree life in summer, feeding on lily roots, bark and green twigs generally; but with the approach of Fall they go back diligently to work to repair the dams against the coming of rainy weather, and erecting their winter cabin at the edge of the water. The cabin is roughly built of sticks and brush, and is plastered outside with suds and mud before the pond freezes over.

The beavers plan their lives ahead, and lay in a store of food to last them over the winter, until the ice goes out in the stream and pond again. Birch, cottonwood and poplar are their chief winter food. The trees are often felled at considerable distances from the water, and the beavers clear trails to bring in the short logs, after they have felled and cut up the food stores there. These trails are in fact the forerunners of logging roads, and used for the same purpose by the beavers.

Some naturalists have recorded the activity of the beavers in digging channels in the ground, along which they float their food logs to their home pond in self-made flumes. But overland or by water, the food logs are brought in and stored against the sticks are thrust into the ground to keep the store from floating away.

After the pond is frozen over and other food scarce the beavers cut strips of bark off the food logs, and store them in the huts, where the ends of the sticks are thrust into the ground to keep the store from floating away.

After the pond is frozen over and other food scarce the beavers cut strips of bark off the food logs, and store them in the huts, where the ends of the sticks are thrust into the ground to keep the store from floating away.

The beaver colony grows and grows until one day there are so many inhabitants in the little log cabins at the margin of the pond that the younger members of the family strike out for themselves.

A new stream is located, and the whole colony, old and young, set to work to make a fresh pond, and start the young couples off on their road to found the new settlement. If left undisturbed the beavers will thrive until their cabins are to be found on every suitable branch of the streams in the district, but more often than not nowadays they are hunted and pursued

for their fur until it is with fear and trembling that they set up their homes within earshot of the abode of man.

Of all animals in Canadian woods the beaver shows perhaps the most intelligence, coupled with instinct leading to its own preservation. It is a social animal, and if left undisturbed will live in contentment with its neighbors, and enjoy their fellowship for years on end.

Yearly the colony will work hard through the seasons, with a lazy, idle summer, and a busy rush at the Fall of the year, spend the winter in patient waiting, and the Spring to follow in a fresh outburst of work and home-making.

Its industry has created for the beaver the distinction of being one of the national emblems of the country.

File Entry For Vacation Contest

Where did you spend your Summer vacation this year? Was it in British Columbia? If so, there is still time to enter the vacation contest of The Times Children's Page, which closes at noon on September 1. Boys and girls of sixteen years of age, and under, who reside on Vancouver Island, or on any of the Gulf Islands, are eligible to compete for the prizes offered.

The prizes include a first of \$5, a second of \$3, and a third prize of \$2, for the best entries received describing a vacation outing anywhere in the Province. The object of the contest is to stimulate interest in what British Columbia has to offer in its range of wonderful scenery by actual descriptions of holidays enjoyed in these environs.

To prepare your entry for the competition imagine you are going to describe the outing to your best friend, who will be interested to know where you went, what you did, and what fun you got out of the vacation.

Choose your own words, and limit your entry to between 500 and 1,000 words, if possible. Photographs will enhance the story, though these are not essential for the contest, and the absence of pictures will deprive none from participating in the prizes. You can write as many entries as you choose, but only one prize will be awarded to any single entrant.

The ordinary rules of good composition will apply. Write on one side of the paper only, and mark your age, name, and address clearly on every sheet. You may use pencil or ink. Do not spend too much time in telling who was in the party, but describe more fully where you went, how you got there, and what that district had to offer you in entertainment and enjoyment on your vacation. What interest you will most likely appeal to others, and that is the object of the contest.

Address all entries to "Vacation Contest," in care of the "Children's Page," The Times, Victoria, B.C. Remember, noon on September 1 is the closing date. No entries will be returned unless a self-addressed and stamped envelope be enclosed.

JACK LOCKWILL IN THE WOODS

By GILBERT PATTEN
(Creator of Frank Merriwell)



The wild bear was no match for the tame one. After a short, savage battle, it turned and ran, followed by Garabaldi. Jack ran after them, trying to stop the Italian's bear by calling. Ahead of the animals, in an old woods-road, a child appeared—a tiny tot. Screaming, the child fled with the wild bear pursuing. Garabaldi overtook the other bear before it caught the child.



While the bears fought again Jack raced forward and caught the screaming child up. Once more the wild bear fled. Whining, Garabaldi looked at Jack.



Lockwill was about to try to slip away when a strange man came stumbling into view and stopped, staring. "Here's another one of the critters!" he cried, raising his gun. Still holding the little girl in his arms, Jack sprang between the man and Garabaldi. "Somebody just shot the right bear," said the resolute boy. "This one saved this little girl's life."

BEDTIME STORY

Uncle Wiggily Goes Skating

Copyright, 1928, by McClure Newspaper Syndicate.

By HOWARD R. GARIS

"Now be careful where you go to-day," said Uncle Wiggily's wife to him one morning as he came down stairs to breakfast in the hollow stump bungalow. "You know the other day you fell asleep in the hay and see what a lot of things happened to you."

"Indeed I had many adventures," said the bunny gentleman. "I fell in the hay and broke the eggs. My pongee suit shrunk so I couldn't wear it after the rooster washed it. And only that I was wearing a cloak of green leaves the Fox and Wolf would have seen me."

"That's why I tell you to be careful what adventures you have to-day," said Mrs. Longears.

"Well, I am not likely to have many adventures," spoke Uncle Wiggily with a jolly twinkle on his pink nose. "Why not?" squeaked Nurse Jane Fussy Wussy, who was wrapping a warm woolen blanket around a cake of



The Bad Chap slipped.

ice that the polar bear gentleman had just left. "Why won't you have adventures to-day, Uncle Wiggily?" "Because I am going to stay safely here in my hollow stump bungalow," spoke the rabbit.

"Aren't you coming to the picnic with us?" asked Mrs. Longears, for this was the day when she had arranged to take the twelve little rabbits, including Baby Buntly, to the woods for a good time.

"You hop along by yourselves and have fun in the forest," said Mr. Longears. "Yesterday I was lucky and I don't want to spoil my luck and let one of the Bad Chaps catch me, by hopping out. I'll stay in the bungalow."

"Then we'll go to the picnic," said Mrs. Longears.

So she and Nurse Jane took all the little rabbits to the woods with baskets of lettuce, carrot and cabbage sandwiches, ice cream cones and the like. Uncle Wiggily, left to himself in the hollow stump bungalow, went from one room to the other, trying to keep cool. But he only seemed to get hotter until at last he said:

"I'll go upstairs and take a bath. That will cool me."

He splashed in the tub of water and splattered some drops on the floor of the bathroom. Then he dropped the cake of soap and he laughed as he saw it slide across the wet room.

"The soap is skating!" chuckled Mr. Longears. "Ha! That's what I'd like to be doing now—going skating. I would be cool enough then. But the only thing that can slide around in summer, except roller skates, is a wet cake of soap."

After his bath, feeling a little cooler, Mr. Longears went down stairs again and he was turning on the electric fan to make a breeze when, all of a sudden in through the open door came the Bob Cat. The bad chap, with his silly little tail, had seen all the family except Uncle Wiggily leave the bungalow.

"The rabbit is home all alone," snarled the Bob Cat to himself. "This is my chance to catch him!" So he sneaked in and he was going to grab Mr. Longears and nibble his ears when, all of a sudden, Uncle Wiggily said:

"Would you like to see me go skating?"

"On roller skates?" asked the Bob Cat. "No, indeed! I'm not going to let you put on roller skates and run away."

"I don't mean roller skates," said Uncle Wiggily, thinking of what he had seen in the bathroom. "I'll skate without them. Come and see me."

While the Bob Cat watched, Uncle Wiggily sprinkled some water on the kitchen linoleum. Then the rabbit tied a cake of soap on each hind paw and soon was gliding around on the slippery stuff just as if he had on ice skates.

"How's that?" asked the rabbit.

"Pretty kippy!" howled the Bob Cat. "Let me try!" But when he put on the soap skates and tried to glide around the wet kitchen floor the bad chap slipped and fell and bumped his nose so that he got angry and howled. He pulled off the cakes of soap, threw them at Mr. Longears and ran away. But the bunny didn't care. He had fooled the bad chap.

So if the umbrella will make a shady place for the hop to jump over the back of the chair, I'll tell you next about Uncle Wiggily and the bear's pudding.

Teacher—"Tell me the name of a well-known animal who supplies you with both food and clothing."

Bob—"Papa."

STOP, LOOK, LISTEN IS GOOD COUNSEL IN CITY STREETS

Safety Habits in Street Crossing Help to Speed Up Modern Traffic Streams

Summertime, with its vacation days and freedom from school, takes most young people out of doors, and incidentally into the towns and cities more than usual. And because people are moving about more than usual, on outings, buying trips, picnics and what not, it seems the toll of accidents given in the same period.

Great stress has been laid, in recent weeks on the duty of motorists in obeying the law, by stopping at arterial highway signs, signalling at corners, and so on. Perhaps there is also need for those who do not drive to take heed to themselves while about, so that the thing that need not happen, the accident, may be indefinitely postponed.

One of the first points to strike a pedestrian in the city these days is the safety zones for street car patrons. These occur at some eight places in the city of Victoria, and are designed to "speed up traffic" by allowing automobiles to drive past while street cars are loading or discharging passengers on to the street. The safety zone is the strip lined out in white parallel to the street car rails, and in which those having business with a street car stand or alight.

It is wise to remember that automobiles have the right to drive past these safety zones at all reasonable times. The pedestrian is supposed to get from the curb to the safety zone and vice versa as fast as possible, and not to stop midway. When waiting for a street car it is a good plan to leave the curb before your car is at hand, and walk to the safety zone, to wait there. Then you will be unhurried in approaching the zone, and can choose the best time for it.

Similarly, in alighting from a street car, it is well to wait on the safety zone strip until you are sure that no automobiles are about to drive through the strip between you and the curb. Take time and be careful not to dart out on the driveway portion of the street under any pretext until you have first seen all that is coming.

You will have noticed that drivers of vehicles are asked to make a point of signalling their intentions at all street intersections, if they are going to change the direction of their cars.

There is also a message for the pedestrian in these hand signals, for they tell whether the approaching automobile is going to turn to the right, or left, or is going to slow down and stop at the corner. Pedestrians are under the duty of crossing a street only at an intersection, and never in the middle of the block.

One of the most common causes of accidents in this city occurs when someone steps from behind a row of parked cars into the driveway, and is struck by some vehicle whose driver was not on the look-out for "jay-walkers." "Jay-walkers" are those people who do not take the trouble to obey the law by always going to an intersection before crossing a street. The jay-walker has no protection from the law, and is more often involved in an accident than any other type of individual.

It takes a moment or two longer to walk to the end of a block and cross the street properly there, but that is the right thing to do, and helps drivers of all sorts of vehicles in making their way safely about town. The vehicles must stick to the road and cannot go on the sidewalks, where the pedestrian is supreme. On the other hand the pedestrian, when he is in the road, for the purpose of crossing a street, must keep an eye on those rightfully using the driveway.

It is only by the co-operation of both drivers and pedestrians that traffic can be "speeded up" safely in any city; and this co-operation places a duty on the pedestrian no less than on the driver of a vehicle.

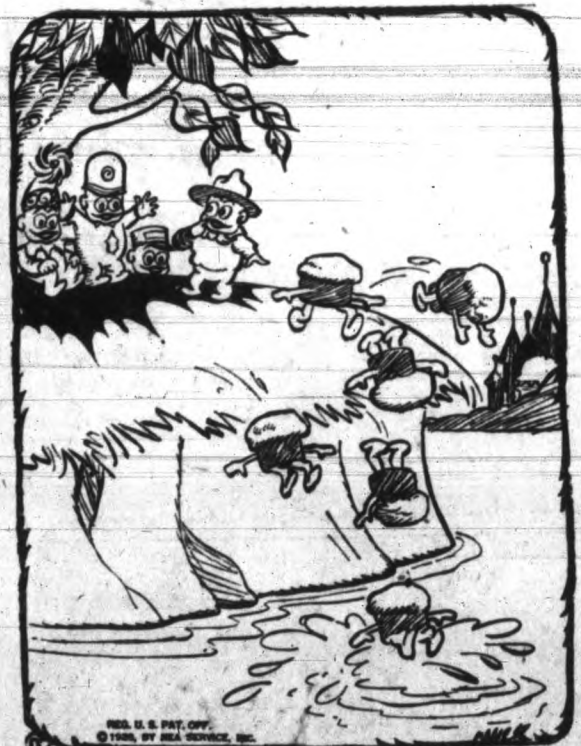
Street cars are an exception to all other vehicles, in that they must follow their rails, and cannot leave them. This means that street cars may go around corners without signalling or stopping, as it is taken for granted that pedestrians will watch out for the rails at all times.

Children of school age are seldom involved in traffic accidents, but sometimes they are, and then the results may be unfortunate. It is far easier to go slowly at all times, and make sure of your clear way ahead, than to rush hastily ahead and spend a long time in being sorry afterwards.

(Concluded on page 5)

THE TINYMITES

STORY BY HAL COCHRAN—PICTURES BY KNOCK



(READ THE STORY, THEN COLOR THE PICTURE)

Soon Coppy cried, "It's fun to make this dandy looking jelly cake, but I am getting rather tired. Will someone take my place? I guess you all can plainly see it takes a lot of jelly. Gee, I tasted of the jelly and it's smeared upon my face."

The whole bunch laughed, and Coppy said, "You're right, 'cause on your cheeks you've spread an awful looking mess of it. You're clumsy as can be. Here, let me take that little spoon. I'll finish up the job real soon. You've done your share, and maybe more. Just leave the rest to me."

So little Clowey worked a while and then his face broke out in smile. Said he, "The cake is finished. Now, what will they use it for?" The baker then stepped up and told them all the cake would soon be sold. He added, "Someone buys them when we put them in

into a box the cake then went, and on its merry way 'twas sent. The jelly man felt rather sad. He heaved a sigh and then exclaimed, "Well, Times, I must hop right quickly to the jelly shop. You see, I'm out of jelly, but they'll fill me up again."

Just then some cupcakes cameper by, and Scooty yelled, "Come on, let's try and see if we can catch them. Maybe they will play with us." They chased them to a nearby stream. The cupcakes then began to scream. "My goodness," shouted Coppy. "We have started quite a fuss."

Then Coppy broke right in on him. "Oh, look! They're going to have a swim." And, sure enough, the cupcakes jumped into the stream real quick. The sudden splash they made was white. "Oh, my!" cried Scooty Tinymite. "That is a stream of frost-ingu. Say, that's quite a clever trick."

Oldtimer Shows The Safest Way

The tenderfoot and the old-timer were on their first joint outing into the woods. The tenderfoot was having his first experience of camping in British Columbia woods. The old-timer had been there many times before, and knew what to do. In his pocket was a camp fire permit. The tenderfoot was willing to learn, and this is what he saw:

The old-timer chose for the camp site a clearing in open ground where the trees stood well back from the cleared space, which was on sloping ground, well drained and dry. Then he scraped off the moss and accumulation of pine needles and leaves around where he intended to build a fire, baring the ground for a distance of several feet in all directions. He saw to it, too, that no overhanging boughs or trees were near the fireplace, which he enveloped with heavy stones in the centre of the scraped ground.

Next the old-timer piled a few handfuls of dry leaves in the fireplace, placed a few dry twigs on top, and set a match to the pile. Across the fire he placed a stick, well out of reach of the flames, and on this stick he slung a kettle. In a few minutes the kettle was boiling, and the coffee made. The need for a fire then being over, the old-timer drew water from the stream nearby, and put out the embers with water until there was no possibility of them rekindling.

Before breaking camp the old-timer hurried the empty time used at the meal, and burnt the papers and refuse left over from the outing. When once again all was tidy, the old-timer took a last look at the fire to see that it was cold, and then the pair moved on their way to the next stopping place. The tenderfoot had learned how to make and break a "safety camp," the kind of a camp that all who use the woods are keeping this year, to help in the elimination of forest fires.

HIS HOME ORDERS

The office boy had been told he would not be wanted any more, but he turned up next morning as usual. "I thought I gave you the sack," said the boss.

"Yes," replied the youngster, "and don't you jolly well do it again. I got into a nice old row when I got 'gones'."

Number Game For Bedtime

A bedtime game I play with my little ones combines relaxation and learning to count. In their night garments they become Dutch windmills. Accompanying Mother in words and motion, arms widely extended, hands alternately raised and lowered toward the floor, rhythmically bending the body sideways they chant the numbers to five in a high note as the right hand rises; ten in a low note as same hand goes down; fifteen in high note—hand up; twenty in a low note, as hand lowers. The goal, 100, is observed by a series of frisky leaps. On other nights we chant the threes or fours, always stopping at the climax of the fun, and soon a fine foundation for learning the multiplication tables has been laid. Beginning a new series of numbers the

GIANT HUNTERS

Giant hunting grasshoppers nearly five inches long, that prey on small animals such as mice and the young of ground-nesting birds, are found in the Congo.

The kangaroo as jumpers and can leap a considerable distance on to their prey. The hunting grasshopper is not so great a leaper in proportion to its size as the kangaroo, the young of which, even before its wings are developed, can jump a hundred times its own length. Very few men can cover more than twice their own length in a jump.

The hunting grasshopper is the largest of all grasshoppers. Its great front lip hides a pair of jaws as effective as a hay-chopper, and its appetite makes it a plague to mankind.

A LITTLE TOY FOR JUNIOR



This is not a zoological exhibit. The chimpanzee is just a little playmate for Junior, and was exhibited in the toy section of the British Industries Fair which was held at London and Birmingham, England, for several weeks.

mightily, as the closeup of him in the cockpit shows.

Who's Who in Dogdom—No. 5

Dachshund Looks Funny But Knows His Stuff



The Dachshund or "der Teckel" has always been a big laugh in this country. There are a limited number of such dogs in Canada and the appearance of the Dachshund on the street, usually makes him the cynosure of all eyes and the reason for much merriment.

The Dachshund is always confused with a German owner, which is not far from the truth, for the dog is of German origin and is the national sporting dog of that country. The translation of the name tells the story, "Dachs" meaning badger and "hund" dog—Badger Dog.

In Germany the Dachshund is used to ground and mark foxes and badgers. He never attacks his quarry but merely barks and locates its position. At times, he is used for rabbit hunting, being a dog of many talents. He has great scenting power.

As a pal, the Dachshund cannot be equalled, being faithful, smart and a good guard. Of late years the Dachshund has been much improved in appearance. The breed is much more active than that of twenty-five years back and is very game. He has many of the qualities of the terrier.

The Great War played havoc with the Dachshund, owing to a temporary unpopularity, due to the fact that the dog was typically German and also because of certain breeding restrictions that were rigidly enforced.

In the last three or four years the breed has almost returned to its pre-war standard. Dog fanciers with the good of the breed at heart and having no malice toward the dog because of its German origin, imported many of the best for breeding purposes, and have made much progress in restoring the Dachshund to its high place in canine aristocracy.

After several years, in which the Dachshund was almost an extinct breed as far as show purposes were concerned, the breed is once more coming back into its own and many good specimens are to be seen at the leading shows in Europe and the United States.

Wanderers In Western Washington

Looking For Geological Clues in the Olympic Peninsula; Port Crescent; An Evening Walk: Crescent Bay to Albert Head

By ROBERT CONNELL
Famous Island Naturalist

WHAT should they know of England who only know England know? Kipling's words are of wide application. To know Vancouver Island it is necessary to make an occasional visit to the State of Washington, if for no other reason than that Nature recognizes no political bounds, and the key to many problems of natural history and science is as likely as not to lie just beyond our threshold. The plants, of our island are largely those of the region across the Straits. Some Washington ones, however, have never established themselves on this side, while on the other hand we have species peculiar to our domain. But it is in the geological field that I have chiefly felt the need of knowing the land of our neighbors. This feeling was quickened when I met the other day two ladies from the University of California who had come to investigate the fossiliferous beds at Shirley. At their camp at Kirby Creek they showed me the fossils they had just been collecting on the south shore of the Straits, and the sight of these together with the collectors' description of the localities and the character of the rock still further whetted my appetite. In our camp on the same spot a fortnight or so before, G. Hallet had invited me to accompany him and his son on a trip through the Olympic Peninsula with a view to examining some of the rock formations. The stage was set, and only the playing of our parts remained.

So a fine August morning saw us on board the "Olympic" bound for Port Angeles. There we landed to find the city in the excitement of a visit from

a section of the U. S. fleet, special naval constables on the corners, and white-capped sailors coming and going among admiring youngsters. A local policeman, a cherty soul, handed us a card with the welcome of the Port Angeles police department and the assurance of its assistance in traffic difficulties. The young lady at the Chamber of Commerce straightened out our somewhat confused notions of the roads of the northwestern part of the state. Her information was more than formal, since she informed us she was the first woman to walk a certain new trail across the Peninsula to the ocean. Everywhere from Port Angeles to the Pacific and back kindness and courtesy met us and helped us.

After lunch we started out for our first point, Port Crescent, about seven miles west. The road runs through a country where pleasant farms are dotted everywhere through largely redeemed from the earlier ugliness of its desolation by second growth of alders and conifers. But the chief beauty of the road is the fine Elwha River, running between towering cliffs whose warm-tinted sandstones is relieved by the rich greens of abundant foliage. The long wooden bridge crosses high above and gives a view both up-stream and down-stream of the swift waters. The "arterial highway" is left at Joyce and we turn down a typical country road towards the sea, of which we have lost sight since we left Port Angeles. Farmhouses and herds of cattle and rich, moist pastures fly past, and then a quick descent is made between wooded banks of dark shale, and we emerge on the shores of Port Crescent.

PORT CRESCENT

Twelve years have passed since I

made my first and only previous visit to Port Crescent. At that time it was a deserted lumber town, a street of grey, unpainted houses, stores, etc., with the rotting remains of a great wharf. The only person I saw during the whole of my day's stay was a fisherman. We found it now a much altered place. The old buildings are gone, so too is the wharf; and for the solitary fisherman there are now motor cars full of visitors and white-tented camps scattered along the edge of the woods. Crescent Bay is about a mile from tip to tip of its headlands and forms between them rather more than a complete semi-circle. The rocky cliffs are somewhat concealed by the heavy growth of alders, and along their base lie great rugged fragments of fallen rock. The headland on the east side is Tongue Point. The western one is more striking in character though lower, but I find no name for it on the map. It falls away on the land side to a broad valley thickly timbered which joins Crescent Bay to Agate Beach on the west.

On arriving we first visited the fallen rocks to the east in order to see something of their composition. We found them to be composed chiefly of very coarse conglomerate containing well-rounded boulders and pebbles. Many of these are of material from Vancouver Island, and among the rock types thus recognized as wanderers from home was the unmistakable gabbro of the Sooke district, a rock unknown on the Olympic Peninsula. At the time of the deposition of these rocks there must have been streams flowing from Vancouver Island across the area occupied by the Straits to-day, or in other words the Straits were not in existence in their present position. The sea penetrated the Washington coast further south as far as the present Lake Crescent, but parallel to the modern

Straits, and the mountainous hills to the south of the Washington coast are carved out of the marine sediments of that time.

Agate Beach is noted for its numbers of agates, and these form the objective of many of the visitors. On its west side towers Maiden's Bluff, a high vertical cliff of conglomerate and sandstone, two or three hundred feet high rising sheer from the sea. Its dull, dark color is in striking contrast to that of the cliffs to the east forming the other side of the unnamed headland. Although much lower, these have by their creamy yellowness, their conspicuous stratification, and their rough and jagged base, an almost more picturesque appearance than their grimmer neighbors, and they are at least accessible; the others are not, since the sea at all states of the tide washes continually the foot of their gloomy walls. In these lower cliffs then the waves have cut a rude terrace along which one may proceed with care until brought to a halt by a deep chasm made along a line of weakness. Up this the waves come and, entering that part of it which undercuts the cliff, the impact on the imprisoned air makes a succession of dull, booming sounds that continue until the tide begins to fall. The "agate beach" is a long, straight wall of pebbles which extends backward for a considerable distance, and at one time a tagoon seems to have existed behind it. Before that again the sea swept in behind our unnamed promontory and made of it an island off the coast. The vast accumulation of water-washed stones and pebbles has come from the conglomerate of the cliffs whose materials are suffering the continual attrition of the waves. This, too, is the source of the banded grey, cream, yellow and reddish agates that, once deposited by silica-bearing waters in cavities of older rocks, survived by their

superior hardness the encircling material, formed part of the Eocene beaches, were consolidated into the conglomerate of these cliffs, and are now washed by the waves upon this modern strand.

AN EVENING WALK

Water is a little hard to find at Crescent Bay. Our first supply entailed a run back to the shore at Joyce. But from one of the neighboring camps we learned that there was a spring on the promontory and a trail to it. So after our evening meal we strolled off in search of this near source. Beyond a hollow, still holding water, green with a covering of duckweed, we found the path and followed it up a steep grassy slope. It was an interesting trail, because of its delightful changes and surprises, of which the headland seen from below gave us no inkling. We found pleasant park-like spaces encircled by cedars, where there were traces of former habitations and where, if evening had not been coming on apace, we should certainly have been tempted to stretch ourselves on the inviting grass and take our ease. The cedars were branched from the ground up, wide-spreading trees of which some had long pendulous branches and others short and downturned like the hands of myriad pianoplayers. Then for a little way the trail ran through dark and gloomy forest, where the sunlight never comes. So we came to the spring by the shore and filled our vessels with clear cold water. Great clumps of purple daisies stood about us in the shadows of the twilight. On the beach we were a comparatively short distance from our starting-point but cut off by the high tide. High cliffs of much weathered basalt rose above us, reddish yellow cutting the basalt were veins of calcite and these in places were of such extent and had so hardened the volcanic

rock that it had resisted the weathering and a series of parallel ridges ran out into the water. In one corner small cave-like openings appeared in the cliffs base. Returning home we followed a road from one of the "parks" to Agate Beach; and there by the sea where the waves broke in foam upon the worn and gullied rocks we watched the fading light of evening and the purple hills of Vancouver Island.

"The embers of the day are dead
Beyond the murky hill.

The great sky darkens overhead,
And the great waters are shrill."

FROM CRESCENT BAY TO ALBERT HEAD

The basaltic outflows and the volcanic ash which form the basic rocks of Crescent Bay are of the same age as our Metochin volcanics; they belong to the Eocene or opening chapter of Tertiary times. And in their degree of weathering and the formation of secondary and zeolitic crystals in their air-cavities the rocks of Crescent Bay and Albert Head very strongly resemble each other. There is, too, the same interbedding of sandstones and conglomerates with the lavas. We did not visit the east end of the bay, but had we done so we could find shells had permitted have found fossil shells identical with those found in the basaltic sandstones and shaly tufts of Albert Head. But our interests were rather with the relations between the more recent Tertiary rocks on each side of the Straits. On our side they have been long a trouble to geologists. This arises from the peculiar character of the fossils of the Sooke sediments. Although they have most recently been assigned to the meeting-place of the Oligocene and the Miocene the fossils differ greatly from those characteristic of either period in the state of Washington opposite. The ex-

planation may in part lie in the difference of conditions under which marine life existed in the two regions. The animals whose remains are found as fossils in our sandstones and conglomerates lived close to shore, probably off the mouth of a large river, and resemble those found in such a habitat at the present day. Evidences of this are the layers crowded with mussels and leaves and pieces of wood.

Other bivalve shells almost always have the two valves separated, so that only one is to be found, and there are beds of broken and almost unrecognizable shell material such as is found to-day on some of our beaches. In Washington, on the other hand, the corresponding formations show the bivalves still intact, the two valves generally still attached or else very slightly displaced. The shells are found there in clayey sands which are even yet little hardened, and in sandy shales. Plant remains are few. The facts seem to point to deeper water as the abode of the Washington animals, while the Vancouver Island ones lived in shallower and probably slightly fresher water. No light was thrown on our problem, however, by what we saw at Crescent Bay, if I except a few fragments of shell from the rock debris at the foot of Maiden's Bluff. They were pieces of a species of oyster and strongly resembled the fragments found in the conglomerates of the Sooke series at various points along the coast.

ROCK EROSION AND OFF AGAIN

We had pitched our camp in a pleasant little nook on the edge of the young forest where we had a view of the bay in the distance and of the forest and tents of our comrades in the wilds. Chipmunks were skipping in and out, foraging among the refuse of other campers and with an eye to ours. Not yet have they succeeded in crossing the perilous seas between them and Vancouver Island. Little clumps of pink

primulae still lingered to remind one that they, too, are pretty well confined to Washington. The yellow toad-flax, or "butter-and-eggs," raised its lemon and orange flowers in tall groups and in great abundance. But by the time we had returned from our evening excursion darkness was upon us and we had our last smoke under the stars, with one bright blue-white sun looking down upon us.

After breakfast we took advantage of the low state of the tide to go around the headland whose back we had traversed the previous evening. I found the seaward-facing cliffs greatly changed since my last visit. The sea had made decisive inroads, and taking advantage of the fractured and weathered rock had ripped great fragments from them. Of course, memory plays queer tricks, but it did seem that the rocks were less red and vastly more precipitous than twelve years before. At any rate we got part of the way round, examining the basalt in their less altered exposures, and then as the rocks became more and more inaccessible we decided to return, as the morning was wearing away and we were anxious to be on our way.

We were soon climbing the hill, only stopping for a few minutes to examine the dark shale. A few indistinct fossils were all we could make out, and as I had spent longer time with little more result on my previous visit we did not further delay. Passing Joyce we went on through about five miles of very pretty country till we came by an easy descent to Lake Crescent, at the Log Cabin Inn. This is not the regular route, but even if we had not visited Port Crescent we should have had to come by Joyce, as the main highway was temporarily closed for repairs. Just beyond the Log Cabin Inn we got our first view of Lake Crescent's beauty of mountain and water.

"O vale and lake, within your mountains' arms
Smiling so tranquilly and set so deep!"

Famous Pets of Famous People

Bouhaki, Cat of King Hana, First Feline Pet of History, and Other Cats of Egypt.

By PRESTON WRIGHT

The cat seems to have made its appearance in history about seventeen centuries B.C. in Egypt. At a later date it is shown in mural paintings as sitting under the armchair of its mistress, a position also occupied by dogs and monkeys. It is safe to assume, then, that pussy had become a household pet by this time.

However, the cats of ancient Egypt had other uses undreamed of now. Like the dog they were used to hunt. Mummies, such as a painting on a tomb at Thebes in which a feline is "pointing" like a dog for its master, who stands in a boat about to throw a schbot (an implement akin to the boomerang) at a waterfowl, and others which show them in the act of relieving game, indicate that the Egyptian cats were real sporting characters. Their descendant of modern days has the hunting instinct, for it will chase birds, snakes and fish, but it is untrained.

In passing it might be remarked that the Egyptians were wonderfully skillful in training all animals.

The first feline pet important enough to get its name into history apparently was Bouhaki, the cat of King Hana, who probably was of the Eleventh Dynasty.

The tomb of Hana is in the Necropolis of Thebes. A statue of the king shows him standing erect, with Bouhaki between his feet. From the cat's pierced ears hang golden ornaments. It may be that Bouhaki was a hunting cat and, because of extreme skill, his master's favorite.

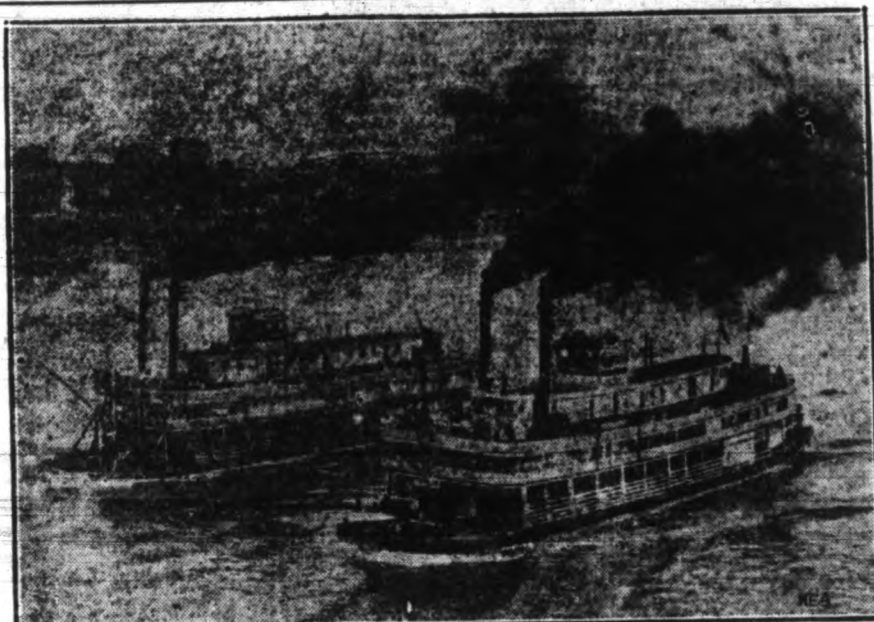
Bouhaki was a large cat and is believed to have been snow-white.

Every once in a while in these days we hear of some cat-lover dying and leaving a bequest for the maintenance of feline pets. This seems bizarre. However, the custom is an old one, and probably we are indebted to Egypt for its beginning.

About 1260 A.D. the reigning sovereign of Egypt was the Sultan El-Daher Beybars. This gentleman is reputed to have been as brave as Caesar, but as wicked as Nero. However, he was intensely fond of cats. At his death he left a garden, Ghert-el-Quottah (The cat's orchard), near his mosque outside Cairo, the income from which was to be devoted to the care of homeless feline vagabonds of the city.

The untrustworthy administrator of the sultan's wishes later sold the field on the pretence that it was unproductive. The new owners resold it several times, with the result that it became

OHIO RIVER RACE REVIVES ANCIENT GLORY OF PACKETS



Racing up the Ohio River, bow to bow, ships of a bygone era came back into the spotlight the other day with a contest that furnished all the old thrills of the Mississippi. The Chris Green (right) and the Betsey Ann (left) were the packets, and in their twenty-six-mile battle, from Cincinnati to New Richmond, the Green finished only five lengths ahead of her rival. The time was two hours and fifty minutes. It was said that more than \$50,000 was bet on the race. The winner took as a prize a pair of glided anthers the Betsey Ann had won on the Mississippi years ago. The winner is a steel boat, built in 1925, while the Betsey Ann is of wood, and was constructed eighteen years ago. Here they are shown as they left Cincinnati, with smoke pouring from both boats as "full speed ahead" was ordered.

badly run down and produced a very small rent. Such as the income was, however, it was devoted, with other bequests, of similar nature from persons following the example of El-Daher Beybars, to the carrying out of his wishes.

The Kadi, who superintends the official disbursement of all charitable bequests, established a rule that during the "Asi" or hour of afternoon prayer, between noon and sunset, the cats of the city should be fed refuse meat purchased from butchers' stalls and chopped up into fine pieces.

This unpleasant feast all through the centuries was spread daily in the outer court of a mosque, or tribunal. In modern times a European observer who witnessed it gives an interesting description of it.

"All the terraces in the vicinity were crowded with cats at the hour of the feast," he says. "They came jumping from house to house across the narrow streets of Cairo to get their full share of the food. Quickly they slid down the walls and glided into the court, where the meat was thrown. The old cats were exceptionally expert. Although many were the fights, with accompanying screams of rage. Those fed first were to the experience, and the timid ones, were likely to be left foodless, their only consolation being to lick the ground where the meat had lain."

There always were plenty of new ones, for people desirous of getting rid of kittens brought them to the mosque, sure that they would be lost in the confusion of the feast.

Every day, in fact, whole basketsful of kittens were dumped into the court, much to the annoyance of neighbor-

hood residents, who saw themselves destined to become the unwilling beneficiaries of the lost foundlings.

STOP, LOOK, LISTEN IS GOOD COUNSEL IN CITY STREETS

(Continued from page 4)

Cyclists especially can help to do much to prevent accidents on city streets by keeping a wary eye out in the traffic lanes. A boy cycling out of a lane enfolded by high hedges may go directly in front of a truck, without giving the driver of the truck time to pull up.

A heavy truck will take from twenty to seventy feet to slow up to a standstill at even a moderate pace. A touring car may be stopped in a shorter space, but often travels faster than the truck, and its driver, too, will need fair warning. Street cars cannot be stopped in a few feet, no matter how wary their drivers.

One of the greatest dangers in traffic lanes is the person who depends on the right of way, he is determined to drive, or walk, or cycle through at all costs and risks. This brings to mind the old lines about Solomon Gay, which from memory run something after this fashion:

"Have you heard the tale of Solomon Gay
Who died maintaining the right of way?"

He was right, dead right.

But how could that help him after he died?

"Stop, look and listen," is an old slogan by now, yet it is one that is becoming increasingly important and sensible. Do what you can, personally, this year, to keep out of accidents.

How London Got Its Start

Cities do not grow up haphazard, and in most cases some actual reason for a town's importance can be traced. Such and such a place, for instance, grew on the top of a hill because it started life as a fortress in the days before cannon could have wiped it out. Another grew at the bottom of a hill because it was there that it could best draw the water upon which its life depended; and so on.

The case of London was simple. It was the lowest point at which the Thames could conveniently be crossed. In the days when the largest part of the country's trade was with Flanders and the Low Countries of the Continent, the Thames was the easiest way into England.

From both sides of the river men came to trade, and consequently the lowest point where they could ford the stream and meet made the natural market. Next grew up a fortress to control the market, and after the fortress, the court. The capital had already begun.—Tit-Bits.

COOKING BY RADIO

The latest performances in which wireless is employed consist of supplying heat to bodies without establishing apparent direct contact between the heater and the heated body, and lighting lamps without any apparent electrical supply.

These are done by power obtained

from a new short-wave vacuum tube. High frequencies are produced at high power, using a short wave length. Foodstuffs have been enclosed in a glass tube and hung from the end of a metallic "aerial" that receives the transmitted power and conveys it to the food in the form of heat and cooks it.

New methods in electrical treatment are always being looked for by doctors. Perhaps, in the future, this new apparatus will be used for imparting heat to the body to produce artificial "fever," one of Nature's most prevalent factors in recovery from many diseases.

Coastlines Of All Nations Set

With an island country no dotted line on the map with its sentries and Customs posts is necessary, and in a sense one might call the sea its frontier.

Since, however, an actual sea with its rise and fall of tides might present difficulties in practice, what is known as the three miles limit is taken as being the national boundary. Originally this three miles stood for an average cannon shot from the coast, and indeed it is argued by some countries that the border should still be the range of gun fire.

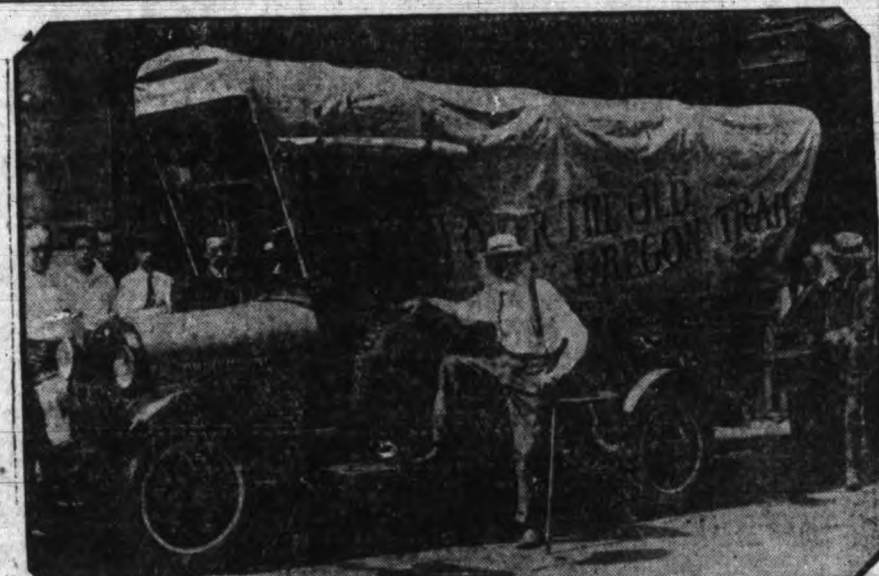
With guns which fire thirty miles, however, there would be obvious difficulties, between, say, England and France as to the ownership of the twenty miles of the Straits of Dover; and so the 100-year-old three miles limit is still retained in international law, except where, as off the United States coast, it has been modified by special treaties. The three miles of the limit count, by the way, from low-water mark.

"I MADE IT MYSELF"



This picture is a message to boys. Can you, Billy or Bob or Charley, with your own hands, build a house such as the one the boy in the picture has erected? You can! And it's fun!

BACK OVER THE FAMOUS TRAIL HE BLAZED IN '52



It was away back in 1852 that Ezra Meeker blazed the Oregon trail across the continent. Now in the "covered wagon" pictured here, he is retracing his famous route. Three times Meeker has made the journey by on team, by automobile and once by aeroplane. Henry Ford donated the outfit for this journey, which the ninety-eight-year-old pioneer says will be his last. Meeker is shown here as he started from New York City for a tour of New England, preceding his western journey.



Summer furs are fashionable, beyond a doubt. But if you think they're the least bit comfortable, just ask one who wears them. "Wozzo Moonshine," giant prize-winning English sheepdog at the Richmond, England, championship show, probably felt like chewing up the weather man when this picture was taken. Even the manicure and thorough grooming he was being given by his mistress, Miss C. Wellerley, didn't bring him much relief from the heat.

A PAGE OF INTEREST TO WOMEN

Fashions, Fads, Fancies and Home Life

FALL HATS BACK INTO CHIC

Newness of Line Comes in Rear

By HENRI BENDEL

Long before the first leaves begin to fall, women's heads are occupied with what they will put on them for Autumn millinery.

Fall hats are decidedly new. They turn their backs on the Summer's mode. For by their backline can you tell a Fall hat when you see it this season.

Just as the smartest gowns are concentrating on individuality in the back treatment, hats follow suit. I might say, too, that the longer, sweeping peacock backline of gowns has gone to Milady's head! For all the best hats that have brims, let them slant, decidedly downward in the back.

TRIMMINGS ARE NEW

Fronts may be more or less the same, as much brim as a woman's face can stand nicely. Sides are apt to flare, as the panier gown flares. Trimmings bring into play gadgets that formerly were used exclusively on frocks, such as buttons, tassels, and kerchief effects.

The ubiquitous felt seems to be with us again. But in such new, soft guises that it seems almost a slither thing. The Summer's vogue for straw put felts on their mettle. The ballbunt and other favorite straws accustomed women to featherweight hats. The new felts are light in weight and exceedingly beautiful in fabric.



The first Autumn chapeaux have drooping backlines—(left) Paton's "button hat"; (right) Rose Decant's grey felt with blue kerchief-like trim and (right) Reboux's stunning black-white velour with pleated sides.

Fall colors are apt to have either tanish or blue hues in them. Reds with browns. Greys have that becoming blue tone that is most enhancing to blondes.

The Felt Returns Soft and Colorful

made in two pieces, one buttoning over the other. The little self-binding across the left side buttons in two places with matching shiny buttons.

This hat flares on both sides but is even longer in the back. Because of the softness of the material, it will not interfere with a coat collar.

THE BLACK-WHITE MODE

Reboux does a stunning thing in black and white, making a hat with the front brim and half the front crown of gleaming white velour and the back and somewhat full upper crown of black velour. Both the white and the black ripple slightly where the edges join, giving a soft line indeed. One small bow of black sits atop the white half of the crown for trimming.

A third import I made this season is a stunning combination of color and a new type of trimming, suggested by the kerchief bow that proved so becoming to women's shoulders and hips this Summer.

This hat is of the very finest grey felt, with inserts of blue felt that tie on one side, with all the ends hanging to form an unusual type of trimming.

All of these hats show somewhat larger crowns this season, as well as more width and more back depth to the brims.

SCENES AND STYLES CHANGE

Betsy Predicts New Skirt Lengths and Other Innovations

By BETSY SCHUYLER

The kaleidoscopic view of smart New York as one sees it in Summer time—always en route to Newport, Southampton, Falmouth—gives a decided impression that styles as well as destinations are changing.



MRS. R. H. AMBERG

LONGER SKIRTS, MAYBE!

For one thing, I notice that the skirt line grows a trifle longer—as the days grow shorter. It may even be that skirts, like hair, may decide to forsake the abbreviated. Formal skirts still have that wavering, uneven hem—so dear to women by this time. It is in the informal daytime things that I sense the real change. They show the effect of all this lengthening here and there by adding an inch or two outright to their regular hems.

Of course I'm skeptical about their ever being real long for daytime again. The smart woman likes her freedom of motion too well.

CRISP ORGANDIE DICKER

I noticed skirts well below the knees on both Lucy Eastwood and Hannel Shook as they shopped a bit one sweltering day. Hannel Shook's frock of beige satin had a crisp looking little dicker of embroidered organdie in a happy touch on a willing day! Lucy Eastwood looked her usual smart self, in a tricky light blue "little dress" with an accordion pleated overdirt and a long panel arrangement that hung from the left shoulder to the hem.

Chic looking footgear turns to oxfords ever and anon these days, predicting quite a mode for one and two-eyed oxfords for Autumn. Jean Stewart wore a trim and rather dainty looking pair of brown suede two-yelet ties with a printed frock and wide-brimmed ballbunt hat.

BRIGHT SHOES ARE PRETTY

The vogue for colored shoes in the evening continues in high favor. It is astonishing how pretty twinkling feet on a roof garden can look in jade green, coral blue, or magenta slippers. The other day Dorothea Bauer made a charming picture in a jade green chiffon gown, topped by a sweet little coat of sheer jade green velvet edged with chiffon, with slippers to match the color.

Nothing is more expressive of the spirit of Summer than wraps this season. Over a chiffon and lace dress Mrs. R. H. Amberg of Short Hills, N.J., wore a stunning little coat one day when she was in luncheon. It was of grey chiffon, with its wide collar, cuffs and bottom edged in badger. It looked exceedingly summery.

"DOG DAYS" CLOTHES

On the links and at benefit horse and dog shows the comfort clothes of Summer abound in these dog days. As a recent one I noticed Mrs. Haley Stowell sponsoring the latest ribbed sports suit, a new wave that simulated pleating for the skirt of her tan and brown outfit, with the cardigan plain.



MRS. HALEY STOWELL

Frocks are Transformed Into Costumes

Betsy Observes That Society Favors Back Capes and Matador Effects

The frock that isn't really a costume this Summer is going to be out of luck.

Frocks, it seems, either must have their own wraps to make them into costumes or they must employ touches that give the effect of frocks plus wraps.

They employ all kinds of ingenious ways to achieve their ends. Some have rather long cape backs. Others use the novel Spanish idea of a cape over one shoulder only, giving a smart matador look. They may have peplums on their jumpers that give a jacket aspect to their models. Or they may be out-and-out coat frocks, with contrasting slips that fill in the front width.

FAVOR BRIGHT COLORS

The Summer colors that are showing after the last few grey days are as gay as rainbows. I saw Sandel Stoddard in a smart print, a clear, fresh blue with little bits of color, like confetti, hand-blocked into it.

The lipstick-red shade was picked out for bindings on the unusual collar, tie, and the original peplum that opened like a Russian blouse on the left side. Her ballbunt hat was red, too.

Natalie Holbrook sponsored the new brown, orange and tan coloring in a printed georgette she wore to tea at the Ritz.

The novel touch to this delicate frock was its accordion pleated black cape that hung like a deep collar from a square neck. Her brown hat was decidedly large, so large in fact that she had to hold it as she stepped on to the Avenue.

FOR THE TALL GIRL

Mabel Wilson has a tricky little scarf on a new green crepe dress that pins on one shoulder to fashion a double back cape. This frock has a blouse and a skirt yoke, a graceful touch for her dignified height.

Leigh Haskins, whom I saw with Mabel at Pierre's, has a new coat frock in black-white that is tres chic. Even its sleeves divide honors between the black and white. Incidentally, that striped idea makes Leigh look even slimmer.

Spring gaiety seemed infectious in a group of young folks I saw at the Park Lane recently. Lois Underhill was cheeriness itself, all in bright red, hat, frock and even shoes.

TWEED TOPCOATS

The smart new custom this season of commuting by boat from one's home



Miss Sandel Stoddard, left, and Miss Natalie Holbrook.

on the Sound probably is responsible for the chic tweed topcoats one sees going in and out of the New York Yacht Club on the East River. Mrs. Jeremiah Milbank has a stunning georgette one with a sumptuous fox collar.

Racing days, in again, encourage originality in sports clothes. If anyone could look cuter than Betty Hall did recently, in her stiff little bowler, dark tweed coat and light breeches, I haven't seen her. She wore a white silk shirt, mannish collar and brilliant orange and black striped tie.

WHITE FOR SPORTS

A three-quarters coat of quite another character, but of white also, was one charming creation. Francesca Carey donned for a luncheon party at Pierre's. White beads worked a modernistic motif, outlined with black, all along its collarless neckline and down its straight front. It was as lovely as it was striking.

dwarf, or trolls of distorted visage and ill-intentioned mind. Now we have learned differently.

Here I shall make one permanent and irrevocable exception to the following paragraphs, and then go on with the story. No child under four should be told an alarming tale or an unhappy one. He should not even be told an exciting one, especially at night.

After four, we shall see! At about this time his imagination begins to run away with him. He imagines that he is everything under the sun from an aeroplane to a turnip. His little dream world is as real to him as his real world and at this time he begins to feel a real hunger for stories. He is very impressionable. He absorbs little sermons and becomes thoughtful about the difference between good and bad. How can he learn about good overcoming evil unless there is an occasional evil factor in the stories he hears. There must be an obstacle to overcome. There is a world of meaning in the good fairy who comes the wicked witch, or the kind sailor who breaks the spell of a wicked wizard by dividing his last morsel of bread with a beggar.

How can Tom show his courage unless there is a terrible pirate to fight. Or Jack give an example of bravery without his giants? Now there are stories such as Hansel and Gretel, in which a wicked witch holds Hansel in a cage to fatten him for eating and ending by Gretel pushing the old girl herself into the oven she had prepared. These stories should be burned. Also a story like "Rumpelstiltskin," the dwarf who stole the baby out of the poor queen's bed, and "The Rose Tree," depicting a flower-pot in which a young man's head had been buried. All these and their ilk should be cut out of a mother's repertoire. As for "Red Riding Hood," all the discussion about it has come to naught.

But in telling it, I shouldn't make it silly by changing it. Why tell it at all? Those big eyes and ears and teeth, so incongruous in Granny's cap, still make me shiver.

If a child is not too nervous, if he is a natural, normal child, I should mix the story diet and give him a right stuff once occasionally. His imagination must be fed. And if you "sweep off" a pirate or push a giant over a precipice and make "the last of him," with no revolting details, or demolish a witch before she demolishes someone else, with a large fine sweep of your story brush—why that's not bad for a child to hear. Let him have a little ginger.

Each year the story diet can be strengthened. A child loves to hear the same story over and over when he is little. Later he will beg, "Tell me another." And if you can beg, borrow or steal stories, tell him all he can hold. It is good for him.

But I should not feed him pap. If he is too nervous to hear real stories, don't tell him "any" until he is older.

Woman's Day

These girls who are always popping up offering their fair hands in marriage to any "good man" who will give, in exchange, anywhere from ten to a hundred thousand dollars, give me quite a peeve. The obvious comment that, after all, any shrewd girl with any ambition can get a job, isn't so good, for while she might get an \$18-a-week job it would take a long time to save up \$10,000.

WHY PAY FOR ONE?

But the real point is in any modern girl's assumption that in this modern



YOUR CHILDREN
by Olive Roberts Barton
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What kind of stories do you tell your children? Stories of good little bunnies, wicked witches, pirates, or maidens in tales of mistreated orphans? There was a time, not so long ago,

that psychologists preached the doctrine of mummy-pampering to parents in regard to this business of story telling. The story with the thrill was taboo, particularly if it contained the word "wicked" or dealt with witches.



Miss Mabel Wilson, left, and Miss Leigh Haskins

What Wouldn't You Give to Be a Boy Again? A Boy Like These!



These are the days in boyhood, as the accompanying pictures show. The ancient flivver at the top carries no less than twenty-seven passengers who are visible to the naked eye, and goodness knows how many more are inside. And as for the rest of the pictures—they'll be understood by anyone who was ever a boy and who has revelled in the joys of fishing and the old swimming hole.

By BRUCE CATTON

What makes us all so envious of all these boys, anyway? We are envious, and we might as well admit it. A man can go a long way, rising to a position of wealth, honor and fame, achieving every ambition he ever set his heart on; yet he will feel a wistful pang of regret when he sees a group of tanned, healthy youngsters getting ready for a plunge into the old swimming hole. He would, gladly, change places with any of them.

Why is it? Childhood isn't always a happy time. Children have their disappointments and heartaches just as adults do, but what makes boyhood seem, to every man, the one period to which he would gladly go back?

Look at the faces in these pictures for the answer. A barefooted youngster swinging along a country road with a string of fish in one hand and a crooked, home-made fishing pole in the other is—though he doesn't know it—king of the earth. He has the secret that most of us manage to lose as we grow older. He can enjoy the simple process of living. Clean fresh air, sunlight, West winds that ripple the surface of the river and tangle his hair, the sense of animal health that makes him want to shout and kick up his dusty heels. He doesn't need to look beyond them. He is alive, and that is enough. The world is a gorgeous place.

Perhaps that is why healthy boys need to yell and run and act like young imps, piling, two-dozen strong, onto some creaky old flivver, or scrambling up a rough tree trunk to the irreparable harm of trousers. They know, without knowing that they do, that they are supremely lucky to be alive, and they have to work off that happy emotion by raising hob.

When they grow older they'll lose that knowledge. They'll know a good deal more about disappointment, and disillusionment, and discouragement, than they do now. They'll learn that the world never turns out to be quite as fine and brave a place as it looks to a twelve-year-old. It won't be quite so easy for them to grin.

For, when you stop to think about it, we have prepared a good many ways of proving to growing young men that the world is a puzzling, incomprehensible place. Some of those happy kids, for instance, may row up to become soldiers in some "war for democracy" of 1938, and get ripped open by shrapnel in some war-tattered town they never heard of. Some of the others will grow up to enter factories, where they can spend the rest of their lives away from the sunlight, doing one monotonous job to the end of their days. Others, smarter or luckier, will go higher and become high-powered executives, with mahogany desks and secretaries and all the panoply of success; and the only trouble will be that due to worries and great responsibilities they'll almost forget how to laugh out loud.

But just now they don't dream of any of those things. They're young, and alive, and bubbling over with happiness, and because they don't know life at all they think it's all a marvelous lark. Maybe that's what the secret is, we have so many other things to think of. Perhaps the kids are right. They're sure of it, at any rate.

And that's why we're envious of them. Would you, no matter how well-off and contented and successful you may be now, change places with one of those lads with the fishpools and take your chances on the future with him? You know doggone well you would!

Can't Swim, But Watch Him Dive!



High diving has no terrors for this young man, although he's just two years old. He is Paul Chary Jr. of Philadelphia, Pa., and here is shown perched on the ten-foot springboard at a city pool. Timidly has nothing to do with his hesitation there; he's waiting impatiently for the picture to be taken before his plunge.



Of course two-year-old Paul hasn't developed very much in the way of graceful diving. But he never fails to draw the attention away from grown-up aquatic stars when he leaves the springboard for the water far below. Here's Paul in the act of turning over on his way down. The fact that he can't swim bothers him not a bit.

AN IDEAL HOME



(Copyright, Standard Homes Bureau, Washington, D. C.)

Brick and stucco form a happy union in the "Willard" that would please the most conservative home-maker.

The plan of this sumptuous home leaves little to be desired. A spacious hall completely divides the sweep of the large living room from the utility

side of the house—dining-room, kitchen and breakfast nook. Outside this living room is a veranda with window boxes and running window seats. Upstairs you find the unusual advantage of two outside balconies and two bathrooms, making it a most livable home.

The price of the Willard is from \$9,000 to \$11,000.

properly make to their former home. One cannot help wondering what Charlotte and Emily would have thought of it. And from that one goes on to wonder whether there will ever be such relics displayed before pious pilgrims to the early homes of Mr. Wells and Mr. Galsworthy.

A JUDGE AS NOVELIST

Almost everyone tries their hands at novel-writing to-day. Presumably the amateur novelist derives pleasure from the act, for it can only be in very rare cases that he derives financial profit. A new recruit to the profession is His Honor Judge Parry, whom we already know as the writer of several books more or less relative to his work on the bench. He has now written a novel of romantic adventure—a study of eighteenth century life. The book is called "Barrington" and will be published by Messrs. Heinemann. In its pages we meet James Quin, the actor, and Sir Robert Walpole, and we read of the Fleet Prison, of Bartholomew Fair, and of Jacobite and Puritan. The writer, who has apparently forsaken the prosaic road of fact for the more romantic byways of fiction, and he has now another novel just coming out. The book is called "The Lastlet Affair," and it deals for the most part with the modern world in England. Two young men of the juvenile genre, who are friends at Eton and Cambridge, enter the world together, and "The Lastlet Affair" relates what the world did to them.

IN BRIEF

Beckles Wilson has written a history of "America's Ambassadors to London" on the lines of his survey of "America's Ambassadors to Paris, 1777-1927." The volume, which will be published by Mr. Murray in the early Autumn, is illustrated from the collection of portraits now hanging at the Embassy.

John Buncan has written a preface to "Gone to Earth," the fine volume in Jonathan Cape's new collected edition of the works of Mary Webb.

"Winter Words in Various Moods and Meters" will be the title of Thomas Hardy's posthumous volume of poems.

Evelyn Waugh, who recently wrote a study of Rossetti, has now written his first novel, "Decline and Fall," to come from Messrs. Chapman and Hall.

An Interesting Success Story--- EX-"BARKER" BECOMES A VAUDEVILLE-MOVIE KING

To the long list of stories of men who from strange unpromising beginnings have made their mark in the show business, add the story of the career of Joseph P. Kennedy, who has become to-day's foremost figure in movies and vaudeville.

Kennedy, who is not yet forty years of age, started as "barker" aboard a sight-seeing bus.

As Kennedy explains it, however, the connection between rubber-neck "barking" and being a theatrical magnate doesn't seem so far-fetched.

THE SAME REQUIREMENTS

First-class service, entertainment that never lags, knowledge of what the public wants, and consideration for these wants are the primary factors of successful showmanship.

"And I needed all these," Kennedy said, "to make a success of that Paul Revere sight-seeing bus. I found my passengers did not come for the ride alone—they came because they were interested in the historical significance of the ground we covered, and wanted to know all about it."

"Furthermore, they wanted this history presented in a way that didn't sound like a dry text-book."

"I had to do three things—write my lecture carefully so as to get in all the information necessary, put it in a way that was colorful and interesting, and deliver it as though I were Paul Revere's friend and anxious to tell all about his stunt."

HOW IT CAME ABOUT

The sight-seeing bus enterprise, Kennedy's first real business venture, is interesting as an example of his ingenious and dynamic methods.

Shortly after his graduation from Harvard, he and a college chum took a ride on an ancient and decrepit bus from Boston to Lexington. The driver seemed to have difficulty in staying awake, and the speller drowsed his lecture in a dreary monotone. The handful of passengers looked bored and dissatisfied.

Kennedy and his friend learned that



Joseph P. Kennedy... to-day's foremost figure in the show business.



Now he is the world's foremost movie-vaudeville magnate.

largest and most unprofitable motion picture concerns in the world.

The organization, although controlled by British capital, had been operating in America and dealing in American films. This system of remote control had proven unsatisfactory.

The history of P-B-O's spectacular rise to established prosperity is one of the most amazing episodes in the show business. And the man who made this history is Kennedy—the same Kennedy who with his genius for turning loss into profit, was responsible for the popularity of the "Mayflower" sight-seeing bus.

HIS LATEST CLIMB

Recently Kennedy's importance was added to by his election as chairman of the directors of the Keith-Albee-Orpheum vaudeville circuit.

Between his retirement from the bus business and his entry into the show business, Kennedy attained wealth and prominence as a Massachusetts banker. At twenty-eight he was president of the Columbia Trust Company of Boston. During the World War, the Bethlehem Steel Company placed him in charge of more than 50,000 men and vast shipbuilding enterprises. Efficiency, economy and speed were demanded of the steel company as never before, and Kennedy helped accomplish them.

When he was thirty-four, he became interested in the movies. The film business was in a critical state and the time was ripe for someone with foresight and executive ability to step into it. The P-B-O purchase was the result of Kennedy's observation.

WHY HE SUCCEEDED

"I approach any question of the show business from the standpoint of the public rather than that of producer or manager," said Kennedy. "I have just about the average man's taste in entertainment and I suppose that fits me pretty well to understand what other average men want."

Every patron of a movie theatre considers himself an expert in the art of the silent drama and has his own standards of excellence. Kennedy pointed out:

"Our job is to try and hit the most representative average of those standards," he said. "It's no easy task, either."

The teacher was angry when Willie appeared ten minutes late for school. "Why are you late?" he asked sharply. "Please, sir," replied the sinner, "it was late when I started from home."

"Then why didn't you start earlier?" "Please, sir, it was too late to start early."

LITERARY NOTES

(Continued from page 3)

once Ormy herself had several pictures "hung" at Burlington House—"A Herald of Spring," in 1899; Love and Lordship Like No Fellowship," in 1901; "The Jolly Young Waterman," in 1902, and "There's Many a Slip" two years later.

Miss G. B. Stern is now safely on the road to complete recovery after her severe attack of pneumonia. She has gone to a quiet place in Suffolk to rest and recuperate.

Another invalid of whom I hear good news is Miss Vere Hutchinson, the sister of A. H. S. Hutchinson, the author of "If Winter Comes." She has been very ill for many months, but is now better and hopes soon to restart work on the novel whose progress has been so sadly handicapped.

It is expected that Miss Helen Simpson's new novel, "Mumbudget," will come from Messrs. Heinemann in the early Autumn. It is a very different kind of book to "Cups, Wands and Swords," for it is really a children's book, with a central figure named William, who communes with the leprechauns and brownies who inhabit his mother's garden. Miss Simpson's curious title, by the way, is taken from "The Merry Wives of Windsor."

"We have a new way, how to know one another. I come to her and cry 'mum,' she cried 'budget,' and by that we know one another."

Never get the recognition they deserve, for Miss Simpson is not entirely happy in her titles. "Cups, Wands and Swords," for example, may well be passed over for novels with more attractive titles, and it is really well worth reading.

A less outlandish title is that which Miss Naomi Boyd-Smith has given to a long "short story" which Messrs. Constable will publish in the Autumn. "The Lover," according to one leading critic who has read the manuscript, is "one of the most distinguished short novels he has read for years."

There is likely to be considerable discussion about Miss Radclyffe-Hall's new novel, "The Well of Loneliness," which is due from the publishers soon. The subject, it must be owned, is an unusual one, and "so far as I know," writes Havelock Ellis in his introduc-



Treading water down below is his father, waiting to bring him safely ashore from the twelve-foot depth. Paul Jr. scorns the use of water-wings in learning to swim, and of course he couldn't dive with them. So he goes head first into the water and leaves the rest to daddy, who is confident that in his little son he has a potential champion.

Men Discover Importance of Accessories

By CURTIS WOOD

You have to hand it to men. They may have gotten a late start on the art of going "clothes conscious." But they are giving them a run for their money not only in smart get-ups, but in the serious attention they are giving to detail in dress.

Belts, cuff buttons, suspenders, collar pins, matching of socks and neckties, are becoming more and more important to the well-dressed man.

Soft collars win hands down over starched ones for Summer. But the need for that sleek neck smartness which stamps the man of taste is accomplished by the collar pin. If you haven't met the collar pin by this time, you should.

College boys started the vogue. It proved its worth. By use of a collar pin the knot of the tie can be held high and the pointed ends of the collar kept restrained.

The bar and hinge pins are the most popular. These come in plain silver or gold or enameled ones. There are fancy pins like tennis racquets, golf sticks, riding crops and so on. But the plainer the better, says the well-dressed man.

Belts are another accessory that are on the up and up. One firm now advertises that a well-dressed man must have four different belts. There are innumerable kinds. Some are reversible, with sporty fraternity stripes on one side, plain finish on the other. Others match the newer tickle weaves of woolen suitings in their fine patterned leathers.

The very newest material for belts is what is called "live leather." Leather it certainly is, on the outside at least. But it is quite elastic, stretching with every movement of the body. It comes in crimped and grain finishes, black, grey or brown.



True neck smartness is achieved with the collar pin above. Below is a reversible belt, sports stripes on one side, plain finish on the other.

SMOLLETT ON HARROGATE

The Prime Minister, with his liter-

Lost In The Snow Of The Mexican Sierras

Separated from an Indian Guide—A Night in the Haunts of Timber Wolves Falling Towards an Abyss—The Land of Song and Sorrow

By CARLETON BEALS

Illustrated by HUGH HUTTON

Following the Furious Pace of a Mail-carrier; a Place to Stand Off the World; Losing the Trail; The Tree at the Chasm's Brink; a Welcome Sight

AN AMERICAN OUTCAST

The first night I was an outcast, not even an observer, and I longed for light, music; I longed to be part of life, any life—I wanted to belong.

I passed door after door, staring at the family scenes of a people alien to me in blood and speech and custom. Loneliness gnawed at me as I peered into the windows of the quaint shops and gay cantinas.

No one who has not wandered in a foreign land, without decent clothes, without money, without friends, unable adequately to speak the language, has ever known real loneliness. Here I was, not only an alien, but poor and tattered, hungry, without a hand to help me, wretched to the point of death, a pariah.

"Mexico! Gold! Adventure." The magic of these words and the actuality of a map showing hidden gold in the Yaqui Indian country lured Carleton Beals and his brother Ralph from their soft life in San Francisco into scenes of savagery, desperate encounters, and hardy joy.

In previous articles Carleton Beals had told how they raced death from thirst in the desert and reached Mexico, where they went to work as pros. Two of their companions were killed in a Yaqui raid. Instead of fighting for gold, the brothers found themselves fighting for their lives amid a flood of scorpions and snakes. More of these adventures are related in Mr. Beals' book, "Hrimstone and Chimu."

EVERYBODY sings in Mexico. The amante serenades the balcony of his sweetheart; the truck-drivers sing resonantly in street and alley; the peddlers have distinct tunes for each ware; the cob about his big paunch, a blue sarape. On birthdays and feastdays, the friends and guests begin singing at the windows of the celebrant in the early morning hours—sweet carols that spring out of the still night to the ears of sleepless ones. Or it may be a love-song, filled with tenderness and sweetness, of a race tormented with the "evil of love."

Few of these tunes are gay, though many of them are slyly humorous, or bitingly malicious. They reflect the national temperament; tragic sorrow and longing, counter-balanced with fierce independence; desperate fatalism set off against absurd recklessness; dreamy languor whirled into magnificent passion; a humbleness as lovely as the woven petates on which the Mexican sleeps, yet a magnificent love of life; dark brooding pierced by the sudden flame of love and laughter. But sad or gay, living or dying, the Mexican sings.

DANCING FLAMES

This night, one of the arrieros, accompanying himself on a guitar, chanted little songs, plaintive with beauty and love. He wore a red sash. On birthdays and feastdays, the over his shoulders, and a sombrero tilted back on his head, a shoe-string caught below his under lip. His thick black hair hung down over his forehead in a wild tangle into his soft animal eyes.

We were camped around a fire under a hospitable ramada, a covered roof extending from the front of the house. It is the custom of the mountain people to build fires every night under the ramadas as a welcome to chance travelers—a picturesque sight, these fires, blazing all night long far up along the untamed canyons.

CLAWING FOR LIFE

I became frightened and climbed and clanked my way more excitedly. The slope was quite precipitous now. Several times I nearly fell. I rounded the nose of a mountain. Besides me yawned an enormous ravine.

As I approached the edge of the precipice, the mountain fell away ever more sheerly. I had to grasp the branches for support. Suddenly a weathered rock crumbled beneath my feet; the branch to which I was holding broke. I went rolling dully towards the edge of the cliff. As I rolled, I clawed and fought for a hold.

black and sinister; the call of fierce creatures lurking near at hand in the dark; the rush and roar of the black waters of the river; the moan of the wind in the trees—all added their weird terrors, allayed only by the sense of comfort and safety from the dancing flames.

ACROSS THE SIERRAS

The well-being and fellowship of people sitting around their living fires in their cooped-up city apartments are slight compared to those of these children of the vast outdoors, to whom the crimson fire, in contrast with the surrounding blackness and wilderness, is sensuously vivid and compelling.

The fire itself is a song of courage and fantasy and from the rhythm of its flames are born many of the songs of the people—out of the dancing fire, out of the melancholy, unruly music of the icy waters, the twinging clamor of glacial, upland winds, the strange calls and clamors of the unknown dark.

I was now on the route across the Sierras, headed for Mexico City, my quest for hidden gold at last definitely abandoned. Since we had left Boyd's place, we had made our way by train to the foot of the great mountains. Ralph became ill in the town of Culiacan, and rested there until he was strong enough to take a job he had been promised by the American superintendent of a local lighting company.

THE INDIAN MAIL-CARRIER

Some mystic impulse kept me on the road. I felt that if I could not reach the gold cache that Michael O'Shaughnessy's map indicated was in the Yaqui Indian country, there was, somehow, golden opportunity awaiting me in the Mexican capital.

Except for chance companions, I found my way along the mountain trails alone. After the night of song with the arrieros, I had picked up an Indian mail-carrier as guide over the scabbled trail that leads to Tehuantepec and the central plateau.

A clean wind was sipping through the pines and whipping the life in me into renewed zest. A primeval, naked dawn it was! The morning light splashed crude purple on jagged cliff and stone-carved valley. I gazed through a gap of god-like crags across a staggering sweep of valley that made human life wholly inconsequent.

THE SECRET OF MEXICO

For one brief second I half sensed, half understood, the cruel bravado of these people; their reckless, yet Spartan character, molded by desert, crag and drumming, southland light, by clear, brittle, winter cold and remorseless winds ravening over vast valleys. I felt that I had found the life artery of the Mexican nation. My fingers were on its pulse.

In this cruel land lay the secret of the Mexican soul; all the Mexican's recklessness as to means; his elemental greed for crude fact; his passion for emotional fineness; his largeness of hospitality, of kindness, of hate, and vengeance; his medieval fondness for tinselled show—the general's epaulet and gaudy braid, the bull-fighter's flashing bolero—all these things mingling and clashing in his soul with an ingrained, brooding, Indian fatalism, and ironic disillusionment with existence that flows in his very veins, a soul sadness, almost a soul sickness, in herited from immemorial ancestors.

This fatalism, this disillusionment, is the undercurrent that sinuously, powerfully, weaves through all Mexican life and history and that, bursting forth in blind mass force, shakes and shatters the nation—then shifts the tragic fragments into an exhausted peace, into sullen, apathetic endurance.

A NATURAL FORTRESS

All that day I kept on without rest or food, following the mail-carrier, who had flung his letter-sack on a mule and at a furious race climbed up and down the lofty divides, over the ridges down the precipitous ravines. No rest, no food, but on and on at a relentless, fierce gait. My feet were soon rubbed

by my huaraches into bloody rawness. The guide's own feet were hardened to any atrocity. His huaraches were worn at the soles to watch-crystal thinness, and his heels from walking on rocks and gravel were split into horn-like splinters. On he raced, silent as a shadow.

Only once did he stop to look at the view, at a place where the trail nosed around a precipice—a natural fortress of solid rock. The enormous valley dropped sheer below us, 3,000 feet, to a level floor studded with pigmy pines. Far across the valley rose the enormous crags of the opposite range. The morning sun glinted on the surfaces of the rocks, touching them with a thousand fleckle tints.

Wenceslao pointed out the strategic

possibilities of the battlement on which we stood. "Here four men with guns and supplies could hold an army at bay."

I scrambled to catch up. But climbing up the steep slope became too great a torture for my wounded feet. I stopped a moment to fix my huaraches. One of the things broke. I sat down to mend it. Tearing some more cloth off the end of my shirt, I stuffed it between the things and the soles on my feet.

When I stood up, I could neither see nor hear the mail-carrier. I hurried up the trail along the side of the ravine, sliding and slipping at every step. Once I fell, rasping the skin off my hands. I finally came out upon a gully between two rolling slopes. The trail

weathered rock crumbled beneath my feet; the branch to which I was holding broke. I went rolling dully towards the edge of the cliff. As I rolled I clawed and fought for a hold.

NIGHT AND SNOW

And even as I clutched and fought, I sensed myself falling, falling down into the abyss.

A thump! A jolt that knocked the breath out of me!

I thrashed out desperately, heart bursting. My nails dug into the trunk of a tree. Dashed I got to my knees, holding on to a root and bracing myself against the trunk. Peering over the latter, I found myself staring down into the bottomless pit of the night-draped valley.

and tearing my hands. Occasionally branches whipped into my face and once a sharp, dead twig poked into my cheek, gnashing me so badly that I carry the scar to this day.

Finally I came out upon a deck of level rock. A light! A light! Columbus could have been no more excited than I was at that moment. Balboa upon a peak in Darien no more thrilled. Far down the vast range I saw a fire burning in the black night, and far beyond, another—and a third!

Fire under the ramadas! People! By some miracle I gained the bed of the ravine, forded the stream and ascended the more tractable slope on the opposite side that led to the low ridge where I had seen the fires. About 4 o'clock in the morning, freeing with

able adequately to speak the language, has ever known real loneliness. Here I was, not only an alien, but poor and tattered, hungry, without a hand to help me, wretched to the point of death, a pariah.

Never had the desert filled me with such isolation. The desert takes no notice of poverty and human misery; it points no finger of scorn. Nor amidst one's own people in one's own land, no matter how terrible the circumstances, no matter how miserable and unfortunate, however close to the door of death; still one does not have the sense of bafflement that comes to the wanderer in a foreign land. In one's own country one is still held by a million invisible bonds of kinship to the human beings about him, the men and women of his own kind.

But, after a night in a lodging house, new courage came to me with the sunlight. Leisurely I strolled down the streets, entranced by the bizarre mélange of color. Something in this Mexican scene calmed my nerves, banishing all fear of the future. In the Alameda, the central park, I gave myself sensuously to the caress of the balmy air and the beauty of the deep shadows over rich green grass. I drowned amidst the calls of the boot-blacks, of the vendors of oranges, candy and ices, and the chirrupings of the canaries. After the many months in the wilderness of desert and mountain, this city showered forth the mythical glory of Kubla Khan's paradise.

THE BOND OF RACE

An American lad sat down on my bench. He kept eying me curiously. At last his inquisitiveness overflowed. "You're in a heck of a state, aren't you?" he said in good Yankee English.

We talked. He himself wanted a confidant, anyone who could speak English. He had come down from the States a couple of months back and was lonesome. Having been unable to find any work, he had been reduced to living in a cheap Casa de Huespedes, where he shared a room with another American boy.

"My pal is away for a week," he said, "doing a repairing job on a tractor at a ranch out of town. If you want his bed till he comes back, you're darn welcome. My name's Tom Horner."

We went over to the boarding house, a mean place, on the corner of Nuevo Mexico and Dolores Streets.

The assurance of a bed, even though for only a week, rolled a big weight off my mind.

THE ECONOMIC PROBLEM

I resolved to try to get work teaching English. In borrowed clothes, I hustled around for classes. I visited the head of the military school and followed up every clue, but landed nothing. All this week I lived on exactly five centavos' worth of peanuts a day. Then the landlady became interested and invited me to remain at her Casa, to give her children English lessons; she offered to pay me thirty pesos a month for three classes weekly.

"And my wife would like lessons," said her son-in-law. "That would mean twenty pesos more."

Thus I had all but fifteen pesos of my board and room assured. As the months hurried by, I obtained classes and paid my debts. Then one day I received a letter from an American, George Polito, who had been in El Excelsior, my advertisements for classes. He wrote that he had been teaching English for some time and should like to make my acquaintance for the purpose of talking over the establishment of a school.

We worked out the practical details and ended by becoming tremendously enthusiastic. The next day we found two large rooms on Independencia and Lopez. Lights, furniture, blackboards were installed, and the "English Institute" was born. In less than six months after my arrival in Mexico City as a ragged beggar I was making double what I had earned in California, and I had plenty of free time for writing and amusement and study.

THE NEW LIFE

In all these months a new and richer existence blossomed out for me, more satisfying than any I had ever known. I had touched bottom and the elemental realities of life. I had, in fact, at last chosen life instead of success. And Mexico freed me, from an even greater curse—fear. One who has been among the beggars and the outcasts,

THE SOUL OF MEXICO

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who has looked upon both the ugly and the beautiful, with no veil of false decency and respectability between, has no reason to fear. My experience had been like a sweeping fire that had burnt away a clutter of dead growth.

Life, even with its most terrible sorrows and disasters, was something to be loved and accepted—even with its ironic tragedy-comedy of ultimate death. Mexico was teaching me all this, teaching me the true taste of life, to give myself to life more gracefully, to abandon myself to leisure, to human contact, to love, to imagination. Yet at the same time it gradually built up in me a respect for tradition without making me a slave to tradition.

Here at every hand were the evidences of civilizations old before America was founded; and I learned to love the warp and woof of the past.

And Mexico taught me my first true lessons in aesthetics; it stimulated and awakened in me as never before the keen pleasurable life of the senses—form, color, rhythm—things omnipresent in Mexico, part of the handicraft heritage; part of the Spanish heritage, quivering alive in the very air one breathes.

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Women Are Makers and Keepers of World Peace

Says Carrie Chapman Catt, Head of World League

Not by battleships, but by international friendships and understanding will world peace be realized. And the makers and keepers of peace will be women.

This is the belief of Carrie Chapman Catt, one of the twelve most famous women, head of the Women's International League for Peace and Freedom.

"All around the world is heard the hammer on steel as men build battleships to win the next war," she said. "Not so loud, but even more insistently, the women of the nations are framing friendships to win the next war."

"This is the responsibility of the mothers of the race and they are determined to fulfill it. State conferences are in progress, with a national conference next January in Washington, and even before that time our English sisters will have a monster mass meeting in London to show that they stand with women of America and other countries to make lasting peace."

"Men, the belligerent sex, originated this pastime of killing each other to settle their differences. Women, the logical sex, never have regarded this as a reasonable solution of differences between people of nations. Now that they are voting citizens, they are determined to establish a more rational method of settling disputes."

HER OWN PERFUME
Perhaps all this chatter about "match" your personality with your perfume isn't so innocent after all. A certain woman was coming home from the theatre the other night when she and her escort passed three strangers in the apartment lobby. As they passed by, the woman cried, "Why, that's my perfume!" The men started to run. When caught, all the household air was found upon them and they confessed that they had squirmed the woman's perfume atomizer over themselves.



Behind me, the precipice; below me, the vast ravine—the timber wolves howling!

possibilities of the battlement on which we stood. "Here four men with guns and supplies could hold an army at bay."

THE LOST TRAIL

And for the first time in my life I realized what impregnability meant. A few men intrenched in this gargantuan Quebec could stand off the whole world. To apprehend a Villa or a Zapata in this country of rock-bound outposts would be an impossible feat. No wonder the Mexicans laughed at pershing and no wonder that the life-

debouched into the sandy bottom. I followed along for several miles; then the gully became narrower and steeper and the undergrowth thick and obstructing. I had lost the trail.

THE EDGE OF THE CLIFF

To make matters worse, a light snow began sifting through the trees. I was still in my lowland clothes, ragged from travel—thin underwear, light khaki, and no coat. I had lost a sweater I once possessed.

I disengaged along the steep slope, hoping to find some way out or recover the trail. But the way grew steeper and steeper. I became frightened and

climbed and clawed my way more excitedly. The slope was quite precipitous now. Several times I nearly fell. I rounded the nose of a mountain. Besides me yawned an enormous ravine.

As I approached the edge of the precipice, the mountain fell away ever more sheerly. I had to grasp the branches for support. Suddenly a weathered rock crumbled beneath my feet; the branch to which I was holding broke. I went rolling dully towards the edge of the cliff. As I rolled, I clawed and fought for a hold.

At last the icy chill became unbearable. Cautiously I attempted to climb back up the side of the mountain and get around to where the ravine would not be directly beneath me. At first I was painfully stiff and I had hurt my left leg badly.

Inch by inch I crawled along, carefully testing every foothold and every handhold. Finally I was back to safe ground and limped up the side of the mountain, snaggling from black ledge to black ledge under the dark pines.

FIRE UNDER THE RAMADAS:
How long I walked or just where, I do not know. The snow stopped falling; but it was still deathly cold under the trees. My bare, sandaled feet were almost frozen, my body numb. Far away I could still hear the mournful yap of the timber wolves. I limped along. Several times I went sprawling into the thin snow, bruising my knees

cold, exhausted, I stumbled through a cactus fence to the threshold of a ramada and collapsed on the dirt floor.

MEXICO CITY

Once across the Sierras, I rode in flat cars, box cars, and cattle cars until one afternoon we alid around the curves of the mountains, topping, at last, the one great ridge that separated us from the valley of Mexico City.

Sundown! Titanic! The vast upland valley over 7,000 feet above the level of the sea, ringed with gigantic mountains, glistening silver and gold and rose, from the dying sun, which was playing through the last, vanishing clouds of a thunderstorm. Long lines of rain extended from a bank of colored cloud down to the surface of the gleaming lake of Texcoco, in the ancient realm of the pulque king.

Far below, a coil of living gold, gleamed Mexico City. The great towers of the cathedral poked above the plain. Far to the southeast rose the enormous snow-capped peaks—Popocatepetl, Mountain of Smoke, and Ixtaccihuatl, the Sleeping Woman—a majestically pulsing with the flowing tints of the departing day—lilas, heliotrope, violet, magenta, purple—a color pageant vibrant against the white cones.

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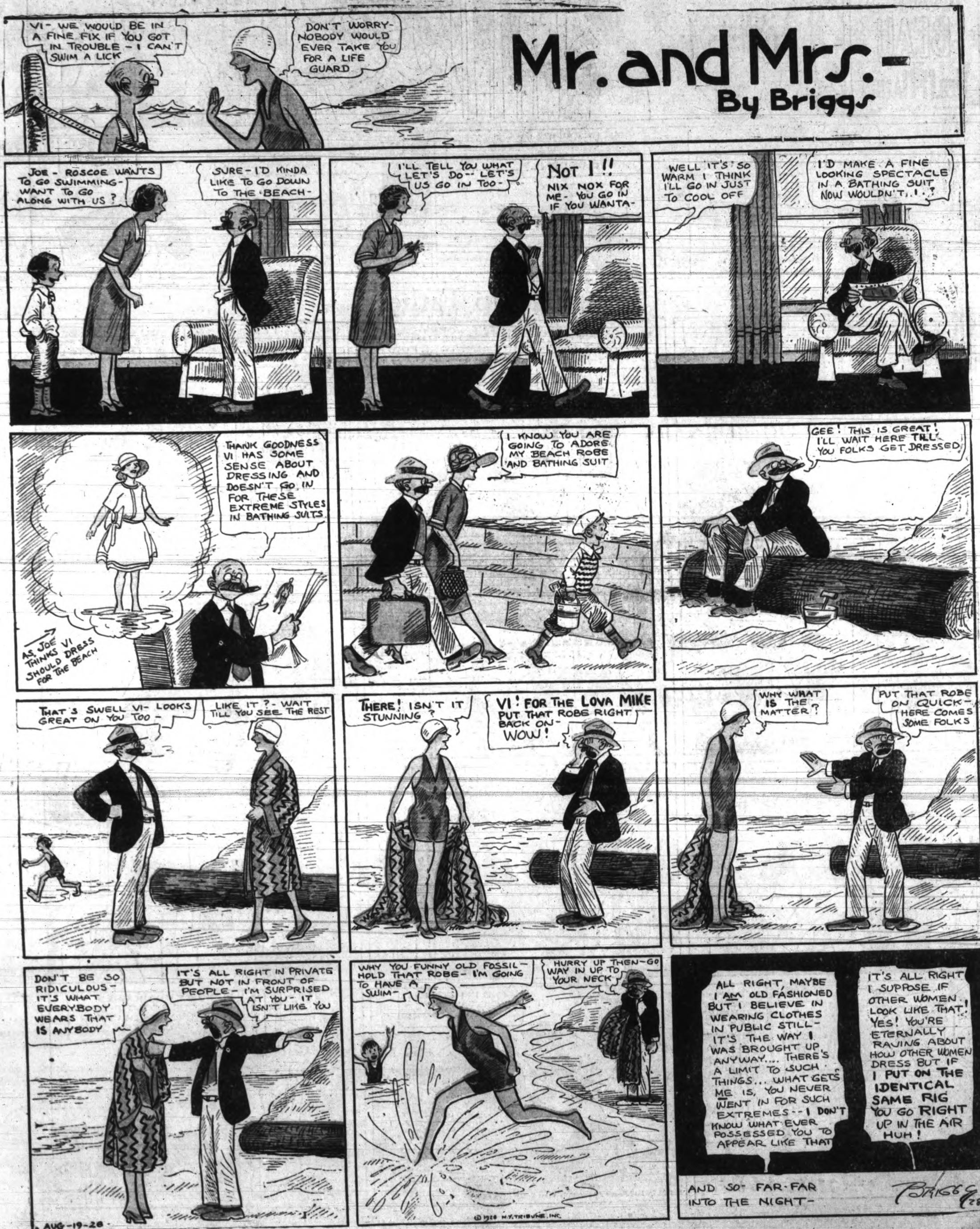


One of the arrieros, accompanying himself on a guitar, chanted little songs

Victoria Daily Times

VICTORIA, B.C. SATURDAY, AUGUST 18, 1928

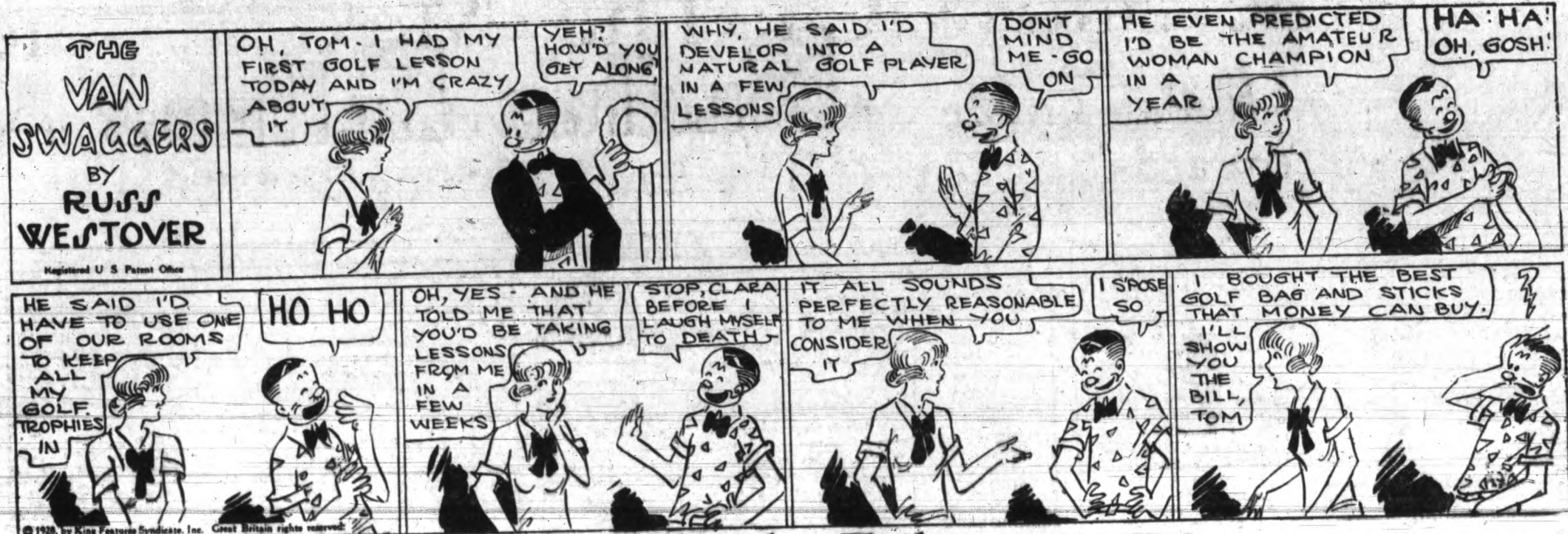
Mr. and Mrs. - By Briggs





Bringing Up Father





Tillie the Toiler

